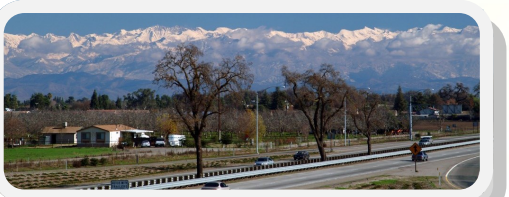
DRAFT 2014-2040

Regional Transportation Plan & Sustainable Communities Strategy

For Tulare County - 18th Edition

Tulare County Association of Governments



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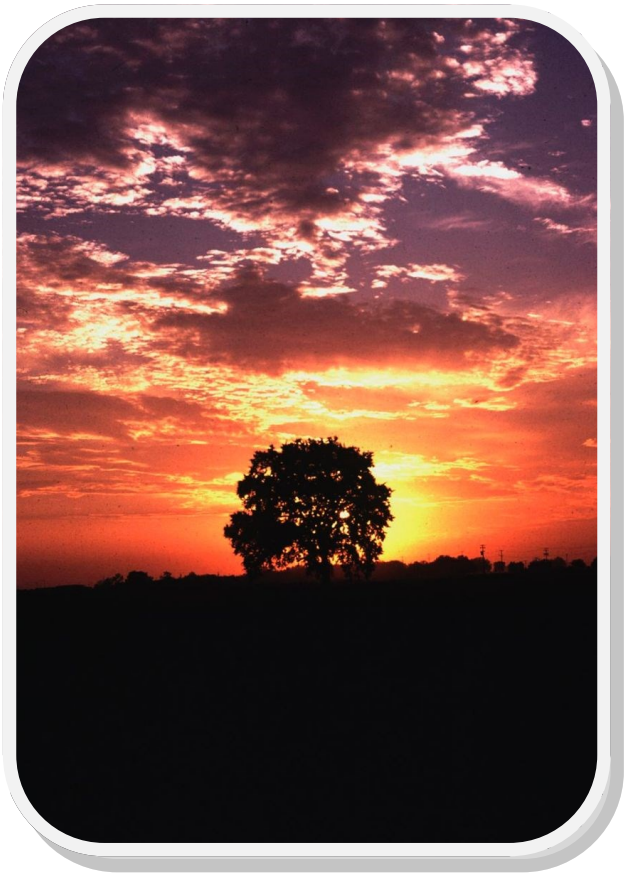

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Tulare County Association of Governments

Executive Summary

TCAG 2014 Regional Transportation Plan

EXECUTIVE SUMMARY

About Tulare County

Tulare County is located in California's San Joaquin Valley (SJV)[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 contain 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 California, provides direct access to Los Angeles and Sacramento and the numerous cities throughout the SJV. State Route 198 (SR-198) provides an east to west corridor connection 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 base is primarily focused on agriculture, from crop production to process and shipping. The population of the County is approximately 455,599 residents (2013 Department of Finance).

The Regional Transportation Plan

The Tulare County Association of Governments (TCAG) is the agency responsible for developing the 2014 Regional Transportation Plan (RTP). TCAG is a regional agency governed by the eight cities and the County of Tulare. Those cities are Dinuba, Exeter, Farmersville, Lindsay, Porterville, Tulare, Visalia, and Woodlake. The RTP planning period is required to be a minimum of 20 years; this RTP covers the years 2014-2040. The RTP is consistent with the Regional Transportation Improvement Program (RTIP) to qualify projects for the State Transportation Improvement Program (STIP). The first Tulare County RTP was written and adopted in 1975 and is updated every three to four years. The last RTP was updated in 2011. The document is based on regional transportation facilities, regional needs, and proposed transportation improvements that are reasonable to be funded given what is known about transportation funding opportunities throughout the life of the RTP planning period. The 2014 RTP also includes an Sustainable Communities Strategy (SCS) that puts together a land use and hosing scenario that, in tandem with the planned transportation policies and facility improvements in the RTP, will reduce greenhouse gases. The greenhouse gas reduction rate is a per capita number that is set by the California Air Resources Board. This RTP, with SCS, exceeds the targets set by the Air Resources Board for per capita greenhouse gas emissions reductions.

The RTP also includes a Valleywide Chapter that is a description of the coordination and joint planning efforts of TCAG and the other seven San Joaquin Valley transportation planning agencies. The purpose of the Valleywide chapter is to summarize the coordination efforts the SJV undertakes, such as addressing interregional projects, air quality issues related to the shared air basin, and policy issues in common among the eight agencies.

Regional Issues

Tulare County's growth 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. Maintenance of existing facilities has also become a growing issue of major concern. Maintenance needs on the existing

transportation system greatly exceed available funds.

Tulare County has greatly increased efforts to expand active transportation, including bicycle and pedestrian projects, as well as numerous improvements in public transit. Automobile use and continued growth of miles traveled per capita has continued to increase demand on transportation facilities and contributes to the need for additional capacity and maintenance of the regional road system. Capacity increasing projects will be needed 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 transit and active modes of transportation, projections indicate that the circulation system, within Tulare County, will operate more efficiently as the RTP period progresses.

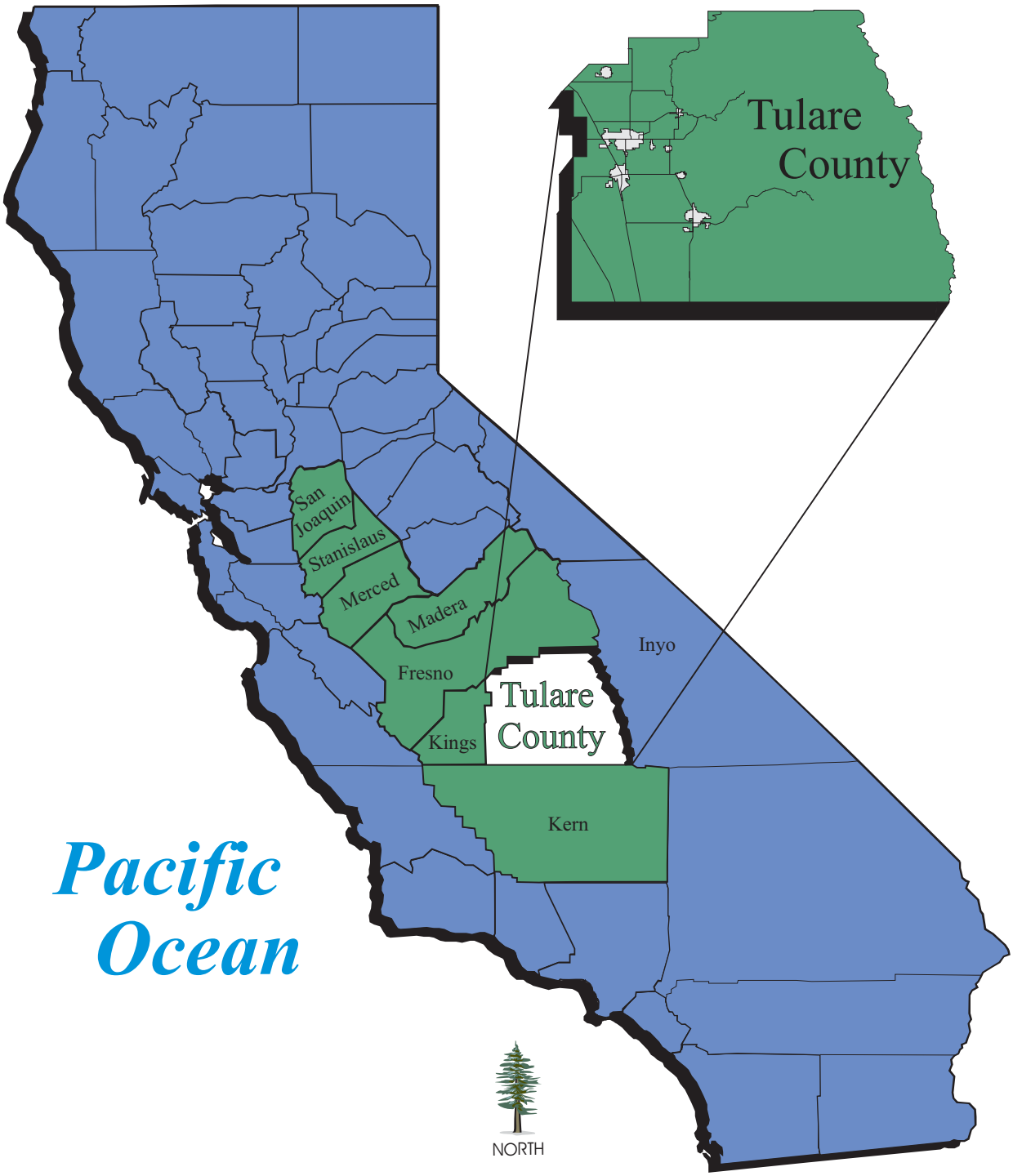
San Joaquin Valley Air Quality

The San Joaquin Valley has unique topography that lends it to having poor air quality. An inversion layer in the atmosphere sits atop the valley and prevents dispersement of pollutants, essentially trapping them and keeping the air relatively stagnant. Other contributors to the poor air quality in the SJV include: ambient air from coastal air basins and other regions in the state, the functions of the agricultural industry, industrial pollutants, travel patterns of residents and California travelers, and goods movement trips in and through the Valley.

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 criteria 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), Ozone (O_3), and Particulate Matter, primarily $PM_{2.5}$.

Figure 1-1
Tulare County and the San Joaquin Valley



Elements of the Regional Transportation Plan

POLICY ELEMENT

The Policy Element identifies transportation goals, objectives, and policies that will help meet the needs of the region. These goals, objectives, and policies are established to determine specific courses of action to guide Tulare County toward implementation of the RTP. The areas covered are quite expansive, from items such as bicycle, goods movement, and regional road system polices, to policies and objectives to achieve public health, public outreach, and environmental justice goals.

ACTION ELEMENT

The Action Element outlines the planning assumptions and parameters used to design the Regional Transportation Plan. Population forecasts, for example, have been calculated in order to examine the effect of future population growth on congestion and air quality emissions. Criteria is established for evaluating, selecting, ranking and measuring the performance of projects in the RTP.

This element is also quite comprehensive; it includes discussion on numerous items, such as: federal requirements for the preparation and content of the RTP, air quality requirements, safety, security, tribal relations, a brief discussion on environmental impacts (please see the Environmental Impact Report for comprehensive information), local agency road projects, transit systems, and a number of other items. Page 3-104 begins the list of local road projects and numerous capacity increasing projects projected for completion during the timeframe of this RTP (2014-2040). Natural disasters, state financial constraints and/or funding changes, cost increases, and other unforeseen circumstances can affect the projects listed in the RTP. The RTP is prepared assuming current funding levels will remain constant over the next 26 years (with consideration of expected escalation and inflation).

FINANCIAL ELEMENT

The Financial Element begins by describing the primary types of funding TCAG utilizes for project implementation. The purpose of the Financial Element is to provide a reasonable assumption of the costs and revenues necessary to implement the RTP. The assumptions include revenue estimates for specific governmental funding programs (federal funds, state funds, and regional sales tax funds), local contributions and taxes, license and fuel taxes, and development fees. For purposes of this RTP, TCAG did not assume revenues from the newly established Cap and Trade program in California. This may be a reliable funding source in the future as the policies and funding distributions are finalized, but it is not currently established. Also of note, the agencies in Tulare County are currently considering a regional transportation impact fee. This fee has not been agreed upon or implemented and future potential revenues are not included in any financial estimates.

GOODS MOVEMENT CHAPTER

Added for the first time in the 2011 RTP, the Goods Movement Chapter addresses goods movement issues in Tulare County, primarily movement by rail and truck. Goods movement issues and impacts to the transportation system are of vital importance to Tulare County and its residents, and is becoming an increasing concern to residents

and transportation systems across the state. Agricultural production is the main source of goods movement in Tulare County. Distribution centers are also increasing the impact to the goods movement system and related congestion and air quality issues in the region.

SUSTAINABLE COMMUNITIES STRATEGY (SCS)

The major addition to the 2014 RTP is the Sustainable Communities Strategy (SCS). The SCS is a newly required state element of RTPs and has its own chapter in this document. The SCS is required under SB375, approved in 2008. It is considered one of the major implementing arms of AB32, the Global Warming Solutions Act, and is aimed at reducing miles traveled by individuals in passenger vehicles in California.

The California Air Resources Board (ARB) has the responsibility to set targets for per capita greenhouse gas emissions reductions for each transportation planning agency in California. The ARB has set the goals for Tulare County; a 5% reduction in emissions per capita must be achieved by 2020, and a 10% per capita reduction by 2035. The SCS included in this RTP exceeds those targets. The preferred land use scenario (which integrates land use with transportation and housing) is called "Blueprint." This scenario is built from the principles in the adopted Regional Blueprint (2009). The primary tenant of the scenario is to increase the density of new housing development by 25% from baseline (2005) densities.

Additionally, and also for the first time, the 2014 RTP/SCS includes discussion and consideration of the Tulare County Regional Housing Needs Assessment (RHNA). The RHNA allocates housing units needed by income level in Tulare County jurisdictions between 2014 and 2023. The units allocated to each jurisdiction will be incorporated into the respective agency's general plan housing element. The RHNA is noted as Appendix H to this document.

VALLEYWIDE CHAPTER

The Valleywide Chapter provides a regional perspective to transportation planning in the San Joaquin Valley. The chapter discusses demographic data relevant to the San Joaquin Valley region, such as population, educational attainment, median household income, etc. The chapter also outlines a number of valleywide issues and areas of collaboration such as air quality, advocacy, goods movement, passenger rail and the SR-99 corridor.

APPENDICES

Several appendices are included as part of this RTP. Some are essential components of this document, such as the Environmental Impact Report and Air Quality Conformity Analysis, and some are for reference purposes, such as the Measure R Expenditure Plan and Air Resources Board letter of approval for TCAG's greenhouse gas reduction technical analysis. Readers are strongly encouraged to peruse the list of appendices. Some are provided within the pages of the RTP and some are under separate cover. Documents under separate cover can be viewed at **www.tularecog.org** or obtained by contacting TCAG:

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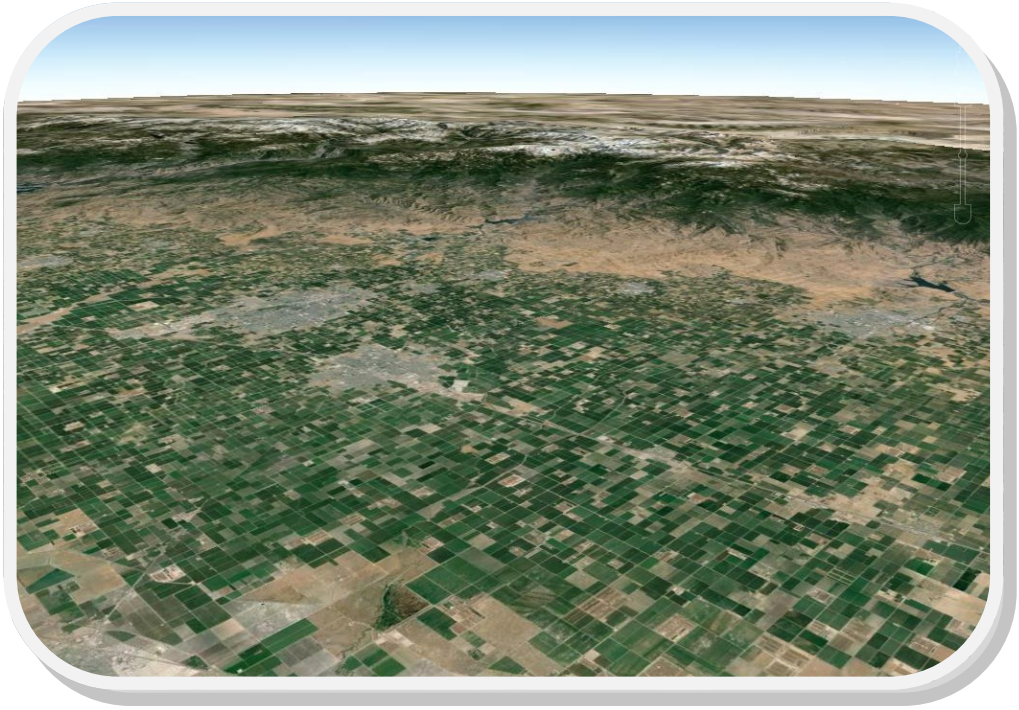
Policy Element



TCAG 2014 Regional Transportation Plan

POLICY ELEMENT

The Policy Element identifies transportation goals, objectives, and policies that will help meet the needs of the region. These goals, objectives, and policies are established to determine specific courses of action to guide Tulare County toward implementation of the RTP.

REGIONAL ISSUES

Tulare County's growth 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. Maintenance of existing facilities has also become an issue of major concern.

Tulare County has greatly increased efforts to expand active transportation, including bicycle and pedestrian projects, as well as numerous improvements in public transit. Automobile use and continued growth of miles traveled and vehicles on the road due to population increase has continued to increase the need for additional capacity and maintenance of the regional road system. Capacity increasing projects will be needed 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 transit and active modes of transportation, projections indicate that the circulation system within Tulare County, will operate more efficiently as the RTP period progresses. Without such programs and improvements, urbanized areas will continue to experience congestion and contribute to pollution and greenhouse gas emissions in the San Joaquin Valley.

STATE AND FEDERAL ISSUES

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. The Financial Element of this document identifies existing, new, and potential innovative funding sources.

Additional issues affecting the implementation of the transportation system make planning even more critical: Federal and State regulations, existing and new, insufficient and/or unstable funding sources, complex environmental procedures, and potential cost increases in construction. Due to the upcoming deficit of the Federal Highway Trust Fund and issues around the country of depleting revenues for state and local transportation projects, a funding theme that has been in practice as a stop gap in the last few years has been one-time funding available only to projects ready to go to construction. Federal stimulus dollars, specifically those authorized under the American Recovery and Reinvestment Act, and California Proposition 1B funds are examples of major one-time funding opportunities. Tulare County was able to utilize millions of dollars in state and federal funds by way of these one-time funding sources by having projects well-planned and ready to go to construction.

PLANNING STRATEGIES

As development within Tulare County intensifies and impacts to the circulation system occur, appropriate mitigation measures are essential. Techniques used in TSM, TDM, and TCM

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programs include improvements such as signal timing, staggered work hours, rideshare programs, and transit system improvements. Analytical tools such as the Regional Travel Model, which has undergone a recent extensive update, are very effective in measuring greenhouse gases (GHG's) and have the ability to show areas of our travel network that may have issues with congestion. Tools such as the travel model can also show potential benefits of the techniques used in the above mentioned programs.

ENVIRONMENTAL JUSTICE

TCAG continues to integrate environmental justice into the transportation planning process. In general, laws and regulations such as Title VI of the Civil Rights Act of 1964, prohibit discrimination on the basis of race, income, age, or disability. In a 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: by conducting public outreach and receiving resident input, and by review of project-related studies and programs to ensure that environmental justice issues are addressed in the planning, programming and implementation process.

PUBLIC OUTREACH

Public outreach efforts are intended to ensure 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 concerns are heard and addressed.

TCAG's outreach for the 2014 Regional Transportation Plan included, for the first time, the establishment of a Regional Transportation Plan Roundtable. The RTP Roundtable included 27 members from varied sectors of the region, including, but not limited to, representatives of Affordable Housing, Disabled Access, Agriculture, Public Transportation, Goods Movement, and Building and Development. Additionally, partner agencies such as Caltrans and the San Joaquin Valley Air Pollution Control District were represented on the Roundtable. The Roundtable's primary task was to assist in the development of Tulare County's first Sustainable Communities Strategy (SCS). The SCS is a new element of the RTP which outlines a land use and transportation scenario that will achieve greenhouse gas reductions in Tulare County in the future. The SCS and an in depth discussion of the goals and strategies involved in its implementation can be found in the SCS chapter of this RTP.

Other examples of 2014 RTP outreach included participation in the 2013 Tulare County District Fair, completion of over 500 surveys in English and Spanish with public comments, and consulting with a number of committees, such as the Bicycle Committee and Rail Advisory Committee. TCAG held seven public workshops within various sub-regions in the county, Dinuba, Cutler-Orosi, Pixley, Visalia, Porterville, Three Rivers and Strathmore, during evening hours to facilitate convenient input from the public. Child care and Spanish-language interpretation were provided at all unincorporated community workshops. TCAG staff also presented information and received input from representatives from each city council in the county and the members of the Tulare County Board of

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Supervisors. In addition, TCAG staff conducted a number of presentations to members of the public and organizations to solicit or discuss their input, suggestions, and concerns with the RTP and/or SCS.

GOALS, OBJECTIVES AND POLICIES

COMPREHENSIVE

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

Objective: Develop and maintain a connected and multi-modal regional circulation network that is convenient, safe, and efficient.

Policies:

1. Encourage jurisdictions in Tulare County to consider bicycle lanes, public transit, transit-oriented and mixed-use development, pedestrian networks, rail and other complete streets development during updates of general plans and other local plans.
2. Implement a Complete Streets Program whereby agencies will prepare plans to accommodate all transportations users, including pedestrians, bicyclists, transit riders, and motor vehicle operators and riders, and implement those plans as aggressively as feasible.
3. Provide for continued coordination and evaluation of the planned circulation system among cities and the county.

Objective: Support communities in developing walkable, bikeable, and transit-ready neighborhoods that work in tandem with motor vehicle facilities for a safe and comprehensive local circulation system for people of all levels of income and various availability of resources, focusing on Environmental Justice communites.

Policies:

1. Fund feasibility studies, complete streets studies, and community and neighborhood plans to evaluate and plan for transit readiness, walkability and bikeability, as funds are available.
2. Fund the development of capital improvement programs for complete streets and active transportation-type plans, as funds are available.
3. Provide funding as available for the implementation of complete streets and/or active transportation-type plans and related capital improvement programs as provided for in policies 1 and 2 above. Funding may include but is not limited to: Active Transportation Program (ATP) funds (including various safety, safe routes to schools, and transportation enhancement funds), Congestion Mitigation and Air Quality (CMAQ) funds, Cap and Trade funds, and others.

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

Policy:

1. Support coordinated transportation planning and programming.
2. Participate in multi-regional efforts and organizations such as the California Association of Councils of Governments (CALCOG) and the Self-Help Counties Coalition.

SYSTEM PERFORMANCE

GOAL: DEVELOP AN EFFICIENT, MAINTAINED, AND SAFE CIRCULATION NETWORK THAT MAXIMIZES CIRCULATION, LONGEVITY, AND FISCAL RESPONSIBILITY WHILE MINIMIZING ENVIRONMENTAL IMPACTS.

Objective: Develop an efficient regional road and circulation system that provides maximum achievable mobility and accessibility for vehicles, bicycles, pedestrians, and public transportation.

Policies:

1. Maintain a Level of Service C or better on rural roads and Level of Service D or better on urban roads.
2. Advocate and support planning studies and development of multi-use corridors.

Objective: Develop a safe and reliable regional road system.

Policies:

1. Give heightened consideration to safety improvement projects.
2. Monitor road conditions using the Highway Performance Management System (HPMS), local Pavement Management Systems (PMS), and traffic counts to determine circulation and road conditions on the regional road system.
3. Identify future regional road and circulation needs on an as-needed basis.
4. Evaluate intersections, bridges, interchanges, and rail grade crossings for needed safety improvements.
5. Develop funding strategies for safety projects in cooperation with Caltrans and member agencies.

Objective: Plan for and implement cost-effective transportation improvements which utilize all types of public funds, including federal, state, and local funds and funds allocated by formula, competitive grants, or other sources.

Policies:

1. Rank and score transportation projects based on regional significance, safety, cost effectiveness, and project warrant based on specific funding guidelines.
2. Coordinate local funding on regionally significant projects.
3. Develop alternate transportation improvements when feasible.

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4. Examine alternative funding sources for streets, roads, state highways, rail systems, transit, bicycle, pedestrian, and other transportation mode improvements.
5. Develop funding strategies based on TCAG's Congestion Management Program (CMP).

Objective: Develop a sustainable regional road and circulation system.

Policies:

1. Develop projects that are valuable to the regional road and circulation system that reduce vehicle miles traveled, improve level of service, and create safe travel corridors within the region.
2. Promote transit and active transportation usage and develop support facilities to accommodate and encourage increases in use of these modes.
3. Support the allocation of available funds for maintenance and deficiencies of the existing regional and local transportation systems.

Objective: Ensure fiscal responsibility of public transportation funding.

Policies:

1. Complete performances audits that encompass transit, local, state, and federal funds evaluations for project development, delivery, and completion every three years for TCAG and its member agencies.
2. Complete a timely fiscal audit of TCAG and its member agencies every year.
3. Complete a Triennial Performance Audit every three years for transit performance and ensure that agencies are meeting the recommendations found in the audit and fulfilling the needs of their agencies.

Objective: Minimize environmental impacts of transportation projects and encourage the coexistence of nature and human circulation needs.

Policies:

1. Complete and adopt a Programmatic Environmental Impact Report (EIR) for the Regional Transportation Plan.
2. Review environmental documents on regional projects and pertinent development proposals.
3. Evaluate and assist agencies with mitigation possibilities, when feasible, working with measure R environmental funds and other funding opportunities, to assist with mitigation of road projects found in the RTP.

Objective: Support circulation projects that maintain and improve safety and security.

Policy:

1. Implement and encourage projects that improve circulation and lower accident rates on the regional road and circulation system.

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Objective: Promote fair and equitable transportation improvements throughout the region.

Policy:

1. Develop and implement a project ranking system to be used when evaluating all major capacity increasing projects that identifies the need, equitability, safety, and project benefits for the region as a whole, taking into consideration funding program requirements and guidelines.

Objective: Perform public outreach to ensure the reasonable satisfaction and meeting of needs of the public.

Policies:

1. Encourage public participation through each of the steps in regional project development and planning. May be performed by local agencies throughout environmental and other processes.
2. Publish public notices and hold hearings to allow the public to comment on regional road and circulation projects. May be performed by local agencies throughout environmental and other processes.
3. Provide a time for public comment at each TCAG Board meeting.
4. Encourage public participation through the public outreach campaign during the development of the RTP.

TRANSIT

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

Objective: Encourage and support the development of a safe, efficient, effective, and economical public transit system through the update and implementation of short and long range local Transit Development Plans, the Tulare County Coordinated Transportation Plan, and other transit improvements.

Policies:

1. Encourage development of a transit system that interconnects and coordinates with other modes of transportation (e.g. passenger rail, intercity bus, multi-jurisdictional transit, bicycle facilities, pedestrian walkways, etc.).
2. Encourage the cities of Visalia and Tulare to plan for and implement transit-oriented land use along planned light rail and/or bus rapid transit corridor(s).
3. Require all transit plans to include evaluation and policies on transit safety and security.
4. Encourage transit agencies to annually review transit safety procedures.
5. Encourage transit agencies to make use of all available federal, state, and local funding to sustain, expand and improve local transit services, and ensure the timely and best use of those funds.

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6. Encourage the consolidation of duplicate services within the region to make best use of funding and other resources.
7. Develop cohesion and cooperation among transit operators that will result in efficient and accessible transit service between and within communities, such as coordinating schedules to minimize wait times between systems.
8. Develop a minimum acceptable response time for transit Dial-a-Ride service and maximum delay times for fixed route service.
9. Develop a network of fast, convenient, high quality transit services that are competitive with the cost and time to drive alone during peak periods.
10. Utilize Cap and Trade funds available for transit, if available, for projects in Tulare County.
11. Complete Triennial Performance Audits of all transit agencies and ensure that needed improvements are implemented as necessary as feasible.
12. Encourage employers to offer incentives, such as awards, flexible hours, and financial incentives for employees who use transit for their work commute.
13. Include transit networks and data in the Transportation Demand Model for use in evaluating the transit system for the next RTP (estimated for 2017), if feasible.
14. Support the coordination of ITS technologies between transit agencies to ensure systems compatibility and to enable the use of uniform regional passes.

Objective: Provide information and receive input from residents regarding transit needs within the region and work to implement feasible transit improvements.

Policies:

1. Encourage each transit agency to further their citizen involvement processes, as well as participate in Social Services Transportation Advisory Committee (SSTAC) and Transit Forum meetings.
2. Update and adopt unmet transit needs definitions at least every five years, and seek increasing public participation in the transit unmet needs process.
3. Work with local transit agencies to improve public outreach concerning the use of transit as an alternative to automobile travel.

AVIATION

GOAL: SUPPORT DEVELOPMENT OF A REGIONAL SYSTEM OF AIRPORTS THAT MEETS THE AIR COMMERCE AND GENERAL AVIATION NEEDS OF THE COUNTY.

Objective: Include aviation connectivity in planning for regionwide transportation.

Policies:

1. Encourage efforts to ensure that compatible land uses adjacent to airports are consistent with the Tulare County Comprehensive Airport Land Use Plan or the respective city's certified Airport Master Plan.
3. Coordinate airport planning with other components of the circulation system.

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RAIL

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

Objective: Support the growth of passenger rail systems that serve residents of Tulare County.

Policies:

1. Support the development, extension, and maintenance of passenger rail service, including, but not limited to, Cross Valley Rail, High Speed Rail, Amtrak, and light rail.
2. Ensure that the high-speed rail system, if implemented, supports Tulare County in achieving its economic, environmental, land use, and mobility goals.
3. Determine light rail alignments and undergo feasibility analysis.
4. Implement Bus Rapid Transit along future light rail corridors.
4. Participate in and support the activities of the San Joaquin Rail Commission in improving Amtrak services in the San Joaquin Valley region.

Objective: Support the maintenance, preservation, and expansion of freight rail systems in Tulare County.

Policies:

1. Support continued improvement of freight rail service and freight transfer points within Tulare County.
2. Coordinate with the Public Utilities Commission to notify Tulare County of any rail line abandonment proposals in order to evaluate possible impacts on the transportation system and consider preservation possibilities or alternative uses for such facilities.
3. Assist in upgrading goods movement rail track to a minimum of 125 pounds as possible.
4. Advocate for maintaining freight rail lines in the Tulare County region and prevent rail abandonments when feasible.
5. Participate in the Central California Rail Authority.
6. Utilize Cap and Trade funds available for goods movement rail projects, if available, for projects supporting freight rail systems that benefit Tulare County.
7. Partner with owners and operators of all types of rail systems in order to result in safe, efficient, and beneficial rail systems for all users.

GOODS MOVEMENT

GOAL: PROVIDE A TRANSPORTATION SYSTEM THAT EFFICIENTLY AND EFFECTIVELY TRANSPORTS GOODS TO, FROM, WITHIN, AND THROUGH TULARE COUNTY.

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Objective: Encourage the interaction of truck, rail, and air freight transportation.

Policies:

1. Work with Caltrans and adjacent regions in the development of intermodal corridors.
2. Include comprehensive goods movement planning in the RTP.
3. Implement the San Joaquin Valley Goods Movement Plan.

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: Increase the use of freight rail transportation.

Policies:

1. Restore and maintain freight rail service in Tulare County as a significant transportation mode, providing service to commerce and industry.
2. Coordinate with other agencies to restore and enhance rail service to existing facilities in order to attract new industries to Tulare County.

Objective: Support an efficient truck transportation system.

Policy:

1. Give special consideration to transportation projects that improve air quality and the operational efficiency of goods movement.

ACTIVE TRANSPORTATION (BICYCLE AND PEDESTRIAN MODES)

GOAL: IMPROVE, ENHANCE, AND EXPAND THE REGION'S BICYCLE AND PEDESTRIAN SYSTEMS AND CONNECTIVITY TO THOSE SYSTEMS, WHILE KEEPING THEM SAFE AND CONVENIENT.

Objective: Encourage bicycle usage in Tulare County by providing safe and convenient bike routes and facilities as outlined in the Tulare County Regional Transportation Bicycle Plan.

Policies:

1. Update the Regional Bicycle Plan every four years to identify bicycle routes that are appropriate for commuter, recreational, and student riders.
2. Convene public outreach and implement strategies for Share the Road concepts.
3. Designate and design regional bicycle routes that reduce conflicts with motor vehicles.
4. Encourage local agency review of bicycling needs with all new development.

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5. Encourage local agencies to support implementation of bicycle support facilities such as bike racks, showers, and other facilities during the project review process.
6. Coordinate bicycle planning and implementation with other modes of transportation, particularly with transit.
7. Support development of designated regional bicycle paths adjacent to or separate from commute corridors, connecting cities and communities.
8. Support implementation of local bicycle and trail plans.
9. Utilize Cap and Trade funds available for bicycle and pedestrian projects, if available, for projects in Tulare County.

Objective: Educate, incentivize, and enable residents to utilize active modes of transportation.

Policies:

1. Encourage employers to offer incentives, such as awards, flexible hours, and financial incentives for employees who utilize active modes of transportation for their work commute.
2. 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 will enjoy walking and/or bicycling to their destinations.
3. Encourage and support maintenance and enhancement of existing bicycle and pedestrian facilities.
4. Encourage utilization of highway, streets, and road shoulders for bicycle use and pedestrian access when safe.
5. Develop collaborative partnerships with irrigation districts, rail companies, and other agencies to utilize canals, waterways, abandoned right of ways, and other land/corridors as multi-use trails.
6. Monitor key corridors for bicycle usage and develop strategies for improvement.
7. Include active transportation modes in the Transportation Demand Model, when feasible.

Objective: Support safe pedestrian walkways within the transportation network in Tulare County.

Policies:

1. Encourage removal of barriers (walls, fences, etc.) 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 and policies in the General Plan.

REGIONAL ROADS AND CORRIDORS

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GOAL: PRESERVE AND ENHANCE REGIONAL TRANSPORTATION ROADS AND CORRIDORS.

Objective: Coordinate local and regional planning to result in development that minimizes and/or mitigates impacts along regional corridors.

Policy:

1. Support development that identifies and implements mitigation measures to maintain or improve the existing transportation system condition and efficiency.

Objective: Evaluate and consider current and future congestion conditions on the regional road network when investing in the transportation system.

Policies:

1. Support improvements of critical segments along the State Highway System.
2. Encourage frontage roads along state highways, where appropriate.
3. Support the extension of State Route 65 north to Fresno County.
4. Support improvements on regional roads to include safe accessibility for active modes of transportation.

Objective: Consider safety, efficiency, and connectivity when investing in the regional road network.

Policies:

1. Improve safety and capacity of vital east-west corridors.
2. Encourage restriction of direct access along regionally significant corridors by limiting the spacing of signalized intersections to 1/2-mile intervals and interchanges to one mile.

AIR QUALITY AND GREENHOUSE GASES

GOAL: PROMOTE THE IMPROVEMENT OF AIR QUALITY AND GREENHOUSE GAS REDUCTIONS THROUGH CONGESTION MANAGEMENT, COORDINATION OF LAND USE, HOUSING, AND TRANSPORTATION SYTEMS, PROVISION OF ALTERNATIVE MODES OF TRANSPORTATION, AND PROVISION OF INCENTIVES THAT REDUCE VEHICLE MILES TRAVELED.

Objective: Encourage coordinated development to achieve an improved jobs-housing balance in the region.

Policies:

1. Encourage mixed-use developments in urbanized areas.
2. Encourage provision of an adequate supply of housing for the region's workforce and adequate sites to accommodate business expansion to minimize interregional trips and long-distance commuting.

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Objective: Plan for and implement coordination of land use and alternative modes of transportation that would reduce vehicle miles traveled by providing residents transportation options in multiple modes.

Policy:

1. Support coordinated alternative modes of transportation including transit, pedestrian, bicycle, and rideshare and vanpool programs.

Objective: Prioritize projects that contribute to improved air quality and reduced greenhouse gas emissions.

Policies:

1. Implement small, incremental, project-level improvements in air quality that will add to substantial improvements in air quality.
2. Support the implementation of alternative fuel and other power sources for surface transportation, such as Compressed Natural Gas and electricity.
3. Achieve United States Environmental Protection Agency NAAQS by required attainment dates, or earlier if practicable.
4. Promote adoption of clean, renewable energy technologies to ensure a reliable energy supply, enhance the region's economy, and improve air quality.
5. Expand awareness of the need to reduce greenhouse gases and incorporate the latest scientific information into planning efforts.
6. Support and participate in efforts and coalitions promoting use of Cap and Trade funding for projects that help reduce greenhouse gas emissions in Tulare County.
7. Utilize Cap and Trade funds, if available, for various projects in Tulare County that will contribute to the reduction of greenhouse gas emissions.

PUBLIC HEALTH

GOAL: PROMOTE PUBLIC HEALTH IN THE REGION BY PROVIDING OPPORTUNITIES FOR RESIDENTS TO BICYCLE AND WALK TO DESTINATIONS SUCH AS HOME, WORK, SCHOOL, AND COMMERCIAL AND SERVICE BUSINESSES.

Objective: Consider effects on public health when investing in the transportation system, giving specific attention to bicycle and pedestrian projects.

Policies:

1. Support investment in bicycle and pedestrian systems, giving attention to projects and networks that will allow residents to walk and bicycle to frequented destinations, including transit stops.
2. Provide outreach to employers regarding the benefits of active transportation, and suggest measures employers can use to encourage its use.

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TSM STRATEGIES, TDM MEASURES, TCMs, and ITS PROGRAMS

GOAL: IMPROVE TRANSPORTATION MOBILITY AND OPERATIONS BY IMPROVING AND UTILIZING TSM STRATEGIES, TDM MEASURES, TCMS, 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 by promoting and programming operational improvement projects.

Policies:

1. Encourage signal timing and/or coordination programs in urbanized areas.
2. Support implementation of bus pullouts for stops on busy roadways.
3. Encourage removal of on-street parking in heavily congested areas.
4. Recommend that traffic is channeled and access is controlled on arterials and major collectors.
5. Support installation of adequate left and right turn pockets to allow increased vehicle queuing/stacking, as necessary.
6. Encourage improvements in design of signalized intersections to improve turning for large vehicles.
7. Support passing lanes, roundabout construction, and other operational improvements when warranted.
8. Encourage bicycle-friendly loop detectors at intersections.

TRANSPORTATION DEMAND MANAGEMENT (TDM)

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

Objective: Promote employer and personal strategies that will encourage the reduction of vehicle miles traveled.

Policies:

1. Encourage employers to utilize policies such as flex hours and telecommuting.
2. Support outreach programs that encourage carpooling/rideshare, transit use, bicycling, walking, and vanpools as alternatives to the single occupant vehicle.

TRANSPORTATION CONTROL MEASURES (TCMs)

(TCMs reduce vehicle trips, vehicle miles traveled, vehicle idling, and/or traffic congestion to reduce motor vehicle emissions.)

Objective: Support the reduction of automotive emissions and fuel consumption associated with urban travel.

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Policies:

1. Evaluate the feasibility of implementing Express Bus and/or transit bus preemption/priority.
2. Evaluate future need for ramp metering.
3. Continue to coordinate and implement the College of Sequoias student transit pass program and the Tulare County Regional T-Pass.
4. Continue to participate in the Calvans vanpool program, providing incentives, if feasible.
5. Promote and implement projects using (or composed of) traffic calming devices and strategies.
6. Encourage cities to consider parking policies, including pricing and development of parking requirements.
7. Encourage cities to provide signal prioritization for transit vehicles.

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 upkeep and implementation of the San Joaquin Valley Intelligent Transportation System Strategic Deployment Plan and the local Urban Area ITS Plan(s).

Policies:

1. Periodically update Tulare County Region's Urbanized Area ITS Plan(s).
2. Support and update the San Joaquin Valley ITS Strategic Deployment Plan as needed.
3. Support Intelligent Transportation Systems for upgrading state highway interchanges from rural to urban standards.
4. Coordinate ITS improvements and infrastructure with public safety agencies.

ENVIRONMENTAL JUSTICE

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

Objective: Require regional transportation planning that is consistent with Title VI and Environmental Justice Federal Requirements.

Policy:

1. Assure that transportation project benefits and burdens are not inequitably distributed throughout the region.

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Objective: Include targeted outreach to environment justice communities in transportation planning.

Policies:

1. Provide environmental justice communities opportunities for input into transportation plans, programs, and projects 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. Provide outreach to various environmental justice communities within Tulare County, including, but not limited to, the Tule River Indian Tribe and primarily Spanish-speaking communities.

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Tulare County Association of Governments

Sustainable Communities Strategy

TCAG 2014 Regional Transportation Plan

INTRODUCTION

In 2005, Governor Arnold Schwarzenegger created the California Partnership for the San Joaquin Valley. This is a partnership between state agency heads and Central Valley representatives to make recommendations to improve economic vitality and the quality of life of Valley residents.

In creating the Partnership Governor Schwarzenegger stated that the "Valley is home to the richest agricultural region in the world, a pathway for interstate commerce, and one of the fastest growing regions in our state. But this region also faces some tremendous challenges, including high levels of poverty and unemployment, some of the worst air quality in the nation, and limited access to healthcare."

Also in 2005, the eight Regional Transportation Planning Agencies (RTPA) of the San Joaquin Valley (SJV) jointly initiated the SJV Regional Blueprint Planning Process. The goal of the process was to address transportation and land use planning issues of the SJV cooperatively among the eight counties of the region.

In 2007, the member agencies of TCAG initiated the process of the Tulare County Regional Blueprint. This was motivated, in part, by the recognition that it would ultimately be up to the county and the cities to give the broad principles of the SJV Blueprint form and reality at the local level. The Tulare County Regional Blueprint was the vehicle, supported by TCAG, of collaboration and public outreach to develop this local vision. This process included consultation with partner agencies at the regional (such as the SJV Air District), state and federal level. The Tulare County Regional Blueprint was adopted by the TCAG Governing Board in May of 2009. This planning effort indicates the existing, locally-based impetus for addressing transportation and land use planning issues at the regional scale.

GOALS AND BENEFITS

The explicit goal of the Sustainable Communities Strategy (SCS), as set forth in SB 375, is to develop a vision for future growth in the Tulare County region that will reduce per capita greenhouse gas (GHG) emissions from automobiles and light trucks. However, the strategies that would implement this vision would also be part of the broader effort of the region to work together to address its many other issues and goals. These include healthier and more livable places and communities, lower costs for tax payers and households, improved access and mobility and more vital and responsive markets for housing and jobs.

CREATING THE RTP/SCS

The ambitious strategies contained in the RTP/SCS for addressing the challenges of the Tulare County region are not new. The work completed by TCAG member agencies since before 2005 has been the foundation for these ideas. In order to develop the RTP/SCS, TCAG has built on this foundation by coordinating with its local and regional partners on data collection and strategy development.

The SCS can be thought of as an enhanced land use forecast which addresses two major objectives of SB 375. These objectives are (1) to meet the greenhouse gas reduction targets for automobile and light truck emissions that the Air Resources Board has set for the region and (2) to promote better coordination of land use, transportation and housing planning at the local and regional level.

Specifically, the SCS will:

- identify the general location of uses, residential densities, and

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building intensities within the region;

- identify areas within the region sufficient to house all the population over the course of the planning period of the regional transportation plan;
- identify areas within the region sufficient to house an eight-year projection of the regional housing need for the region;
- identify a transportation network to service the transportation needs of the region;
- gather and consider resource areas and farmland in the region;
- set forth a forecasted development pattern for the region, which, when integrated with the transportation network, will reduce GHG emissions from automobiles and light trucks to achieve the GHG emissions reductions target approved by CARB; and
- quantify the reduction in GHG emissions projected to be achieved by the SCS and, if the SCS does not achieve the targeted reductions, set forth the difference between the amount that the SCS would reduce GHG emissions and the target for the region.

The SCS does not regulate the use of land. It does not supersede the land use authority of cities and counties. Local agency land use plans and ordinances, including general plans, are not required to be consistent with the RTP/SCS. Govt. Code Section 65080(b)(2)(K).

Consequently, the realization of the goals and benefits of the SCS depends upon the continued coordinated and cooperative action of the TCAG member agencies in land use decisions consistent with the SCS. It also depends on economic and social factors on a larger scale that local governments may influence, but cannot control.

Growth Forecast

A vital input to the SCS development process was a credible forecast of population, housing and jobs. TCAG developed a new forecast for this RTP/SCS based on the most comprehensive and up-to-date regional forecasts and projections available. The growth forecast for this RTP/SCS is the first to incorporate substantial data available from the 2010 census and new projections taking into account the recent period of economic recession. It is not surprising that the growth forecast is much more restrained than in the previous RTP (see Appendix F). The new demographic forecast is summarized in Table SCS-1 below:

Table SCS-1
Demographic Forecast

Year	Population	Housing Units	Jobs
2015	479,763	152,681	179,662
2020	520,542	164,553	194,173
2025	564,787	177,389	209,320
2030	612,792	191,271	225,700
2035	664,878	206,287	243,419
2040	721,391	222,535	262,591

The two most important sources were a county-level demographic forecast commissioned by the eight San Joaquin Valley MPOs and the state-wide population forecast by county published by the California Department of Finance (DOF) (see Appendix F). Both of these sources had an important role in the development of the forecast for the RTP/SCS.

The forecast commissioned by the Valley MPOs was prepared by the consulting firm The Planning Center/DC&E

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(Planning Center). It includes forecasts of population, households, housing units and jobs through the year 2050 (see Appendix F). It was completed in June, 2012. The DOF forecast is of population based on detailed projections of birth, death and migration rates through the year 2060. The DOF forecast also provides details on age, ethnicity and income.

TCAG utilized the Planning Center study as the primary county-level forecasting reference. However, since the divergence of population projections for Tulare County between Planning Center and DOF was greater than the other valley counties, the DOF population forecast was used as the base forecast. This is reasonable as the DOF forecast is a rigorous cohort-component analysis and is the more recent of the two forecasts.

A linear growth rate was selected that fit the DOF forecast within 3% through the RTP update planning horizon of 2040. A linear growth rate for households was then determined by adjusting to a person per household ratio that was reasonable based on Planning Center study projections. Similarly, a linear growth rate for housing units was determined by adjusting to a housing vacancy rate that was reasonable based on the Planning Center projections. Employment growth was based on the housing unit to jobs ratio projection in the Planning Center model. Growth rates for each city were adjusted relative to the county-wide rate based on available DOF and Census historical data. The ratio of population in the unincorporated areas to the total county population was maintained roughly the same through the planning horizon, at about 30%.

Land Use Scenarios

Development of the SCS involved the study of four separate land use scenarios, each analyzing different combinations of land use and transportation variables. The preferred scenario was selected from these scenario options on the basis of stakeholder input and scenario performance measures tied to the overall RTP/SCS goals. All scenarios applied the same region-wide population, employment and housing projections. Transportation and air quality emissions methodologies for scenario comparisons are described in Appendix N. Sub-regional allocation of forecast population growth varies by scenario consistent with allowable land uses, residential land use capacity and policy assumptions:

Blueprint. The Blueprint scenario is based on the application of the development principles adopted as part of the 2009 Tulare County Regional Blueprint. Primary among these principles is an objective of 25% higher overall density for new development compared to the Trend scenario and an increased emphasis on transit. A copy of the Tulare County Regional Blueprint is attached for reference. (Appendix O)

Trend. The Trend scenario shows a land use forecast based on designations from existing local agency general plans and linear trends in growth on a sub-regional basis. This means that the projected pattern of development will be generally consistent with the development pattern seen currently. It should be noted however that local general plans include policies that will move the Trend scenario to some extent away from a pure extrapolation of current development types and densities. This is especially true of the most recently updated plans (Porterville, 2007; Tulare County, 2012).

Blueprint Plus. The Blueprint Plus scenario was requested by the RTP

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Roundtable to explore the ramifications of a change in future development patterns more pronounced than that envisioned by the Regional Blueprint. Blueprint Plus has an objective of overall density of new development 5% higher than Blueprint (30% higher than Trend) and a maximum feasible emphasis on transit and active transportation modes.

No Project. The No Project scenario is the same as the Trend scenario but assumes that there is no RTP update and excludes all future projects except those already programmed (commitment of funds).

PREFERRED SCENARIO/SUSTAINABLE COMMUNITIES STRATEGY

Land Uses

At the foundation of the SCS is a land use plan identifying the general location of uses, residential densities, and building intensities within the region (Figure SCS-1). The general distribution of land uses, that is, residential, commercial, industrial, etc. is based on the existing, adopted general plans of Tulare County and the eight cities. The horizon year of the RTP/SCS, 2040, is beyond the horizon year of all the currently adopted general plans. The current general plans have horizon years of 2030 or sooner. The principles of the preferred (Blueprint) scenario guided the allocation of future development sufficient to accommodate the forecasted growth in population, households and employment through 2040. Most notable of these principles is an increase in densities county-wide by 25% over the status quo densities.

The theme of the preferred scenario is that higher density, applied thoughtfully as an element of urban design and development, will improve regional jobs-housing fit. This, in turn, will leverage the ability of local agencies to implement projects that achieve better air quality and improved mobility options.

Housing Need

In the modeling of the RTP/SCS sufficient land use capacity was allocated to accommodate all growth in population, household and employment that has been forecasted for the county. The Blueprint growth scenario was converted to traffic model input data and factored in accordance with the control totals summarized in Table SCS-1 to create model input data for other scenario years as needed from 2013 to 2040.

Table SCS-2 below compares the 2040 growth scenario to the demographic forecast. In each case, the total housing unit growth increment (new housing units added, 2010-2040) is about 80,838. The proportion of multi-family to total housing units is higher in the traffic model, reflecting the higher density of development assumed for the preferred scenario. In each case, the housing total for cities is higher in the model inputs than shown in the demographic forecast. This is mostly because the traffic model inputs are summed by traffic analysis zone (TAZ). The TAZs associated with each city actually take in some unincorporated lands inside and adjacent to their spheres of influence. The forecasted development in those areas is therefore counted in the city totals rather than the unincorporated total. Future annexations or new incorporations may in fact cause a shift to the incorporated/unincorporated totals but the potential timing of such actions are not forecasted here.

There are some significant areas within the region that provide housing and jobs outside of TCAG's member agency land use authority. These include the Tule River Indian Reservation, Sequoia National Park and Sequoia National Forest.

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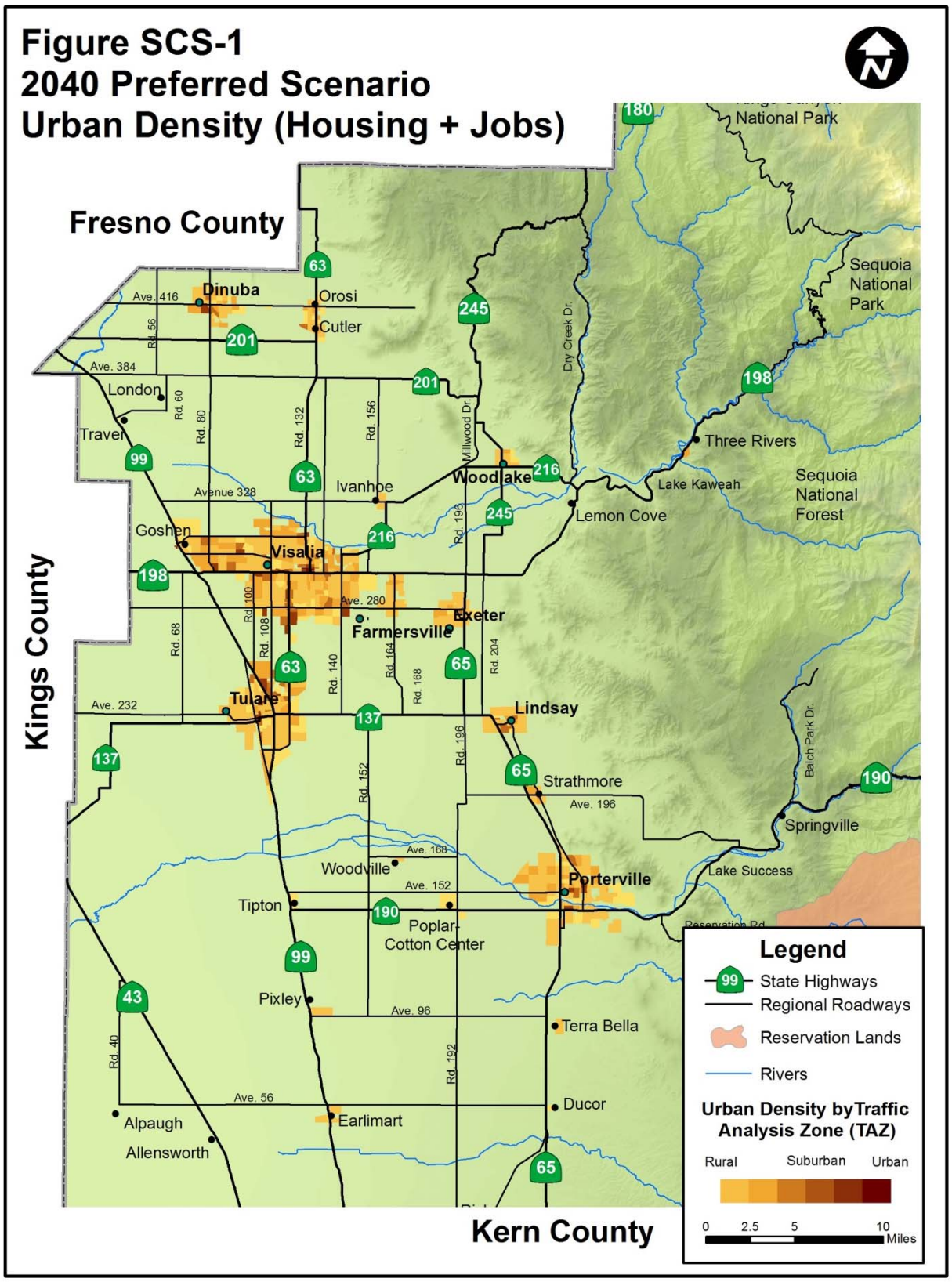
Figure SCS-1
2040 Preferred Scenario
Urban Density (Housing + Jobs)
Fresno County
Kings County
Kern County
Dinuba
Orosi
Cutler
London
Traver
Goshen
Visalia
Tulare
Ivanhoe
Woodlake
Farmersville
Exeter
Lindsay
Strathmore
Porterville
Woodville
Tipton
Poplar-Cotton Center
Pixley
Terra Bella
Ducor
Earlimart
Alpaugh
Allensworth
Three Rivers
Lemon Cove
Lake Kaweah
Springville
Lake Success
Sequoia National Park
Sequoia National Forest
Legend
State Highways
Regional Roadways
Reservation Lands
Rivers
Urban Density by Traffic Analysis Zone (TAZ)
Rural
Suburban
Urban
0 2.5 5 10 Miles

These areas were not included as part of the TCAG demographic forecast but are accounted for in the traffic model TAZ structure.

Table SCS-2
Growth Increment 2010-2040
Housing Forecast vs. Traffic Model Growth Allocation (Preferred Scenario)

	Housing Forecast*					Traffic Model**		
Jurisdiction	**Population**	**Households**	**Single Family Units**	**Multi-Family Units**	**Total Housing Units**	**Single Family Units**	**Multi-Family Units**	**Total Housing Units**
Dinuba	12,949	3,146	2,031	1,253	3,284	1,503	1,725	3,228
Exeter	6,081	1,850	1,359	492	1,851	1,266	1,448	2,713
Farmersville	6,231	1,421	1,057	323	1,380	500	421	921
Lindsay	6,925	1,651	1,050	710	1,760	1,755	1,084	2,839
Porterville	33,128	8,920	5,781	3,781	9,562	5,752	6,432	12,184
Tulare	37,819	10,560	7,542	3,194	10,736	10,017	5,955	15,971
Visalia	94,482	29,531	20,901	9,531	30,432	18,645	13,344	31,989
Woodlake	4,394	1,106	696	410	1,106	791	640	1,431
Incorporated	202,009	58,185	40,417	19,694	60,111	40,228	31,048	71,276
Unincorp (all)	77,202	18,665	14,150	6,577	20,727	3,973	5,590	9,563
Countywide	**279,211**	**76,850**	**54,567**	**26,271**	**80,838**	**44,201**	**36,638**	**80,839**

*Based on liner trend (pre-scenario development). **Based on Preferred (Blueprint) Scenario

SB 375 requires the SCS to "identify areas within the region sufficient to house an eight-year projection of the regional housing need for the region". The regional housing need projection is determined by the California Department of Housing and Community Development (HCD). Coordinating the new requirements of SB 375 also means that the currently applicable projection period for the San Joaquin Valley counties has been adjusted to nine years and nine months. The RTP/SCS therefore addresses this projection period.

The SCS preferred scenario meets this requirement and supplies enough residential housing capacity by jurisdiction to meet the 9.75-year housing need of 26,910 units projected for the 1/1/2014 to 9/30/2023 period for the TCAG region by HCD. Available housing capacity in each TCAG member jurisdiction in the SCS preferred scenario is adequate to accommodate each jurisdiction's respective share of housing need as allocated by TCAG's adopted RHNA methodology. Available residential capacity in each jurisdiction is thus sufficient to accommodate at minimum that jurisdiction's share of the regional housing need and TCAG's RHNA allocation plan allocates housing units within the region consistent with the development pattern of the SCS.

Table SCS-3 shows the correspondence between modeled land use capacity for the preferred scenario and identified housing need by jurisdiction, including very low and low income categories. The traffic model inputs, being based on the preferred scenario, show a greater proportion of "multi-family" development. This represents a range of building types with an average density of 14

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units per acre. Because the SCS is consistent with the allocation of housing units under the RHNA plan, the SCS also meets the State housing goals articulated in State housing law.

Table SCS-3
RHNA Housing Need vs. Land Use Capacity – Preferred Scenario

Jurisdiction	Land Use Capacity		RHNA Housing Need		Land Use Capacity minus RHNA Housing Need	
	Low + Very Low	Total	Low + Very Low	Total	Low + Very Low	Total
Dinuba	2,417	7,260	374	965	2,043	6,295
Exeter	1,590	4,954	268	625	1,322	4,329
Farmersville	696	3,261	139	466	557	2,795
Lindsay	1,704	5,147	160	590	1,544	4,557
Porterville	8,042	24,196	1,199	3,196	6,843	21,000
Tulare	6,996	28,007	1,529	3,594	5,467	24,413
Visalia	17,138	60,764	4,547	10,021	12,591	50,743
Woodlake	839	2,762	112	372	727	2,390
Unincorporated	7,775	37,754	2,542	7,081	5,233	30,673
County Total	**47,195**	**174,106**	**10,870**	**26,910**	**36,325**	**147,196**

Transportation Network and Strategies

The SCS is required to "identify a transportation network to service the transportation needs of the region." The preferred scenario models the regional transportation network, including all of the fiscally constrained programmed and planned projects listed and addressed in detail in the Action Element (Chapter 3). The RTP/SCS takes a performance-based approach to modeling and understanding diverse types of transportation investments. A broad range of elements comprise the transportation system and investments in the RTP/SCS:

- Maintenance and rehabilitation of existing and future facilities;
- Continued support of Regional Ride Share and Vanpool program
- Operation and strategic expansion of public transit including:
  - Bus Rapid Transit Corridor determination & funding for ROW preservation
  - Expansion of Community College Transit Program
  - Continued transit expansion of over $1.7 million a year with Measure R ;
- Strategic road and highway expansion and operational improvements that focus on alleviating major bottlenecks and congestion points
  - Includes requirements to prepare Corridor plans to prioritize and

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rank projects within key congestion related corridors;

- Bicycle and pedestrian retrofits and new facilities
    - Includes implementation of Visalia waterways bike plan
    - Investment of over $70 million for bike/ped projects over twenty years ; and
- Programs and planning (e.g. programs and transportation system management strategies, including technology and demand management programs), which allow for greater optimization of existing transportation infrastructure.

Regional policies exist that were put in place prior to SB 375 requirements taking effect which set the Tulare County region on a course to reduce emissions from car and light truck travel and better coordinate transportation, land use and housing planning. Most notable of these regional policies is Measure R. Since 2006, the increase of transit service and construction of pedestrian/bike paths has significantly increased due to Measure R.

The specific projects and improvements included in the RTP/SCS are listed in detail in the Action Element (Chapter 3).

Resource Areas

Development of the RTP/SCS involved compilation and consideration of information regarding open space, habitat, farmland and other resource areas. Resource maps produced in March, 2013 as part of the San Joaquin Valley Greenprint Project (see Appendix P) provide up to date location information on important farmland, critical habitats and other resources on the regional scale. These resource areas were compiled as GIS layers that acted as constraints to development of land in the SCS preferred scenario.

Farmland

The Department of Conservation's Farmland Mapping and Monitoring Program (FMMP) provides a comprehensive survey of important farmlands for the region. The latest year for which the survey is available is 2010. This coincides with the base year for the TCAG traffic model.

The farmland categories are defined as follows:

- Prime Farmland: Farmland with the best combination of physical and chemical features able to sustain long term agricultural production. This land has the soil quality, growing season, and moisture supply needed to produce sustained high yields.
- Farmland of Statewide Importance: Farmland similar to Prime Farmland but with minor shortcomings, such as greater slopes or less ability to store soil moisture.
- Unique Farmland: Farmland of lesser quality soils used for the production of the state's leading agricultural crops. This land is usually irrigated, but may include nonirrigated orchards or vineyards as found in some climatic zones in California.
- Farmland of Local Importance: Land of importance to the local agricultural economy as determined by each county's board of supervisors and a local advisory committee.
- Grazing Land: Land on which the existing vegetation is suited to the grazing of livestock. This category was developed in cooperation with the California Cattlemen's Association, University of California Cooperative Extension, and other groups interested in the extent of grazing activities.

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The following figures compare the scenarios in terms of farmland and critical habitat acres converted for development:

Figure SCS-2
Important Farmland Consumed

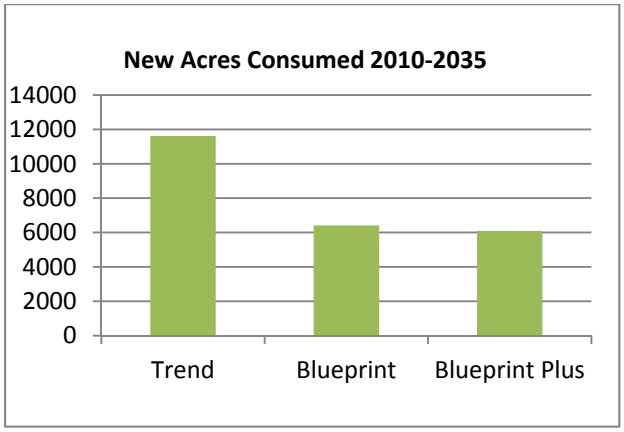
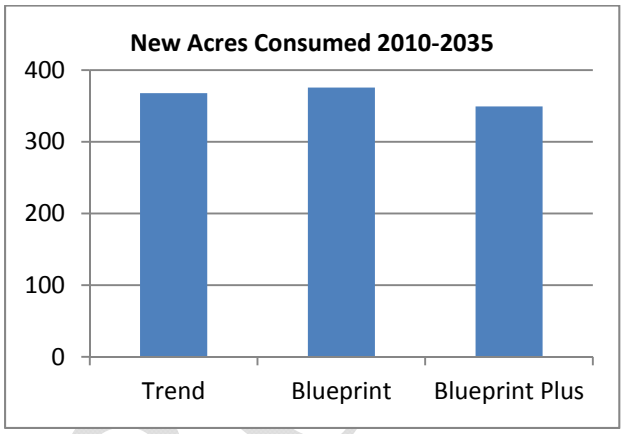


Figure SCS-3
Critical Habitat Consumed



Performance Results

To evaluate alternative scenarios and guide selection of the preferred RTP/SCS scenario, TCAG applied performance measures related to goal areas proposed in the Policy Element (Chapter 2). These performance measures allowed quantification, comparison and evaluation of the effectiveness of the alternative land use and transportation scenario candidates in achieving the plan goals.

The preferred RTP/SCS scenario ultimately selected by the TCAG Governing Board based on this information and public input best achieves the plan goals, performing well against every performance measure. The RTP/SCS preferred scenario also did better across virtually all performance measures and goal areas than the No Project scenario, which represents the forecast conditions that would apply if the RTP/SCS were not adopted.

Table SCS-4 lists performance results for the RTP/SCS.

CEQA INCENTIVE

SB 375 provides incentives in the form of CEQA streamlining to encourage community design that supports reduction in per capita GHG emissions. Generally, two types of projects are eligible for streamlined CEQA review once a compliant RTP/SCS has been adopted: (1) residential/mixed use projects (consistent with the SCS) or (2) a Transit Priority Project (TPP). See Appendix C for more information on CEQA streamlining incentives through SB 375.

Residential/Mixed-use Projects

Residential and mixed-use projects that are consistent with the SCS qualify for streamlined CEQA review if at least 75 percent of the total building square footage consists of residential use (or a project that is a TPP). If a project meets these requirements and is consistent with the use designation, density, building intensity and applicable policy of the SCS, any environmental review conducted will not be required to discuss growth inducing impacts, any project specific or cumulative impacts from cars and light duty truck trips generated by the project upon its completion on climate change or the regional transportation network; or a reduced density alternative.

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Table SCS-4
RTP/SCS Performance Results

Performance Measure	Units	Preferred Scenario - Blueprint	Alternative Scenario - Trend	Alternative Scenario - Blueprint Plus	Alternative Scenario – No Project
Per Capita Greenhouse Gas Reduction* * All scenarios meet -5% (2020) and -10% (2035) ARB Targets	Percentage Change CO2 Emissions (Auto & Light Truck) from 2005	2020: -17.3% 2035: -19.6% 2040: -21.0%	2020: -14.8% 2035: -17.2% 2040: -18.5%	2020: -17.2% 2035: -21.4% 2040: -25.9%	2020: -14.8% 2035: -18.6% 2040: -20.2%
Reduced Vehicle Miles Travelled (VMT)	VMT per Weekday, All Vehicles and Purposes (x1000)	11,985	12,368	11,276	12,185
Reduced Criteria Air Emissions** ** All Scenarios Pass Conformity	2040 NOx Tons/Weekday	4.74	4.79	4.49	4.72
	2040 ROG Tons/Weekday	2.75	2.77	2.60	2.72
	2040 PM10 Tons/Weekday	0.96	0.97	0.91	0.96
	2040 PM2.5 Tons/Weekday	0.45	0.45	0.42	0.44
Reduced Commute Times	2040 Average Trip Time (Minutes)	16.12	16.21	16.22	16.31
Proximity of Housing to Jobs	2040 Average Trip Length (Miles)	10.4	10.41	10.41	10.25
Decreased Consumption of Important Farmland to Accommodate Growth	Acres Important Farmland Consumed 2010 to 2040	3,166	6,980	3,007	6,980
Improved Reliability of the Road System	2040 Weekday Congested VMT (All Vehicle Classes, x1000)	1,078	1,137	1,092	1,664
Increased Use of Active Transportation Modes	2040 Mode Share Bike/Pedestrian (Percentage of All Trips)	0.3/1.59	0.49/1.57	0.33/1.63	0.49/1.59
Expanded Use of Transit	2040 Average Transit Trip Length (Miles)	7.43	6.98	7.51	6.79
Reduced Impact on Environmental Resources	Acres of Critical Habitat Area Consumed for New Urban Growth 2010-2040	451	442	420	442

Transit Priority Projects (TPP)

A Transit Priority Project (TPP) is eligible for CEQA streamlining if it is consistent with the SCS; contains at least 50 percent residential use; is proposed to be developed at a minimum 20 dwelling units per acre; and is located within ½ mile of a major transit stop or high quality transit corridor that is included in the RTP. If a project meets these criteria, it may be analyzed under a new environmental document created by SB 375, called the Sustainable Communities Environmental Assessment (SCEA), or through an EIR for which the content requirements have been reduced. Alternatively, a TPP can be considered a Sustainable Communities Project (SCP) and be eligible for a new full CEQA exemption if it further meets the additional requirements beyond the base criteria.

The land use input for the SCS was created with the use of Traffic Analysis Zones (TAZ) and housing unit and job numbers. The housing unit and job numbers used in the SCS do not represent detailed, parcel-level land use designations such as those found within a local jurisdiction's general plan, but rather represent the aggregation of multiple land uses, densities and intensities that are expected to preponderate or average out within a neighborhood-sized area by 2035. The lead agency, not TCAG, will be responsible for making the determination of consistency for CEQA streamlining purposes, pursuant to the provisions of SB 375, for any given proposed project. See govt. Code § 65080(b)(2). One way of determining consistency is if a proposed residential/mixed use or TPP conforms with the housing unit and job numbers designated for a TAZ.

It is important to note that the housing unit and job numbers are a potential ultimate average for the TAZ—and are not an absolute project-specific requirement that must be met in order to determine consistency with the SCS. In other words, the SCS was not developed with the intent that each project to be located within any given TAZ or must exactly equal the density and relative use that are indicated by the SCS housing unit and job numbers in order for the project to be found consistent with the SCS's density, building intensity and applicable policies. Instead, any given project, having satisfied all of the statutory requirements of either a residential/mixed-use project or TPP as described above, may be deemed by the lead agency to be consistent with the SCS so long as the project does not prevent achieving the estimated average uses, densities and building intensities indicated by the housing unit and job numbers within the TAZ, assuming that the TAZ will be built-out under reasonable local planning and zoning assumptions.

TCAG's growth projection data is available on its website for lead agencies to utilize to determine whether projects are consistent with the SCS.

RTP/SCS NEXT STEPS

The 2014 RTP/SCS is first and foremost a transportation plan. However, the transportation network in the RTP/SCS and the growth patterns envisioned in the preferred scenario must complement each other. Integration of transportation and land use is essential for improved mobility and access to transportation options.

SB 375 calls for the integration of land use policies with transportation investments, and asks that Metropolitan Planning Organizations (MPOs) identify, quantify to the extent possible, and highlight these co-benefits throughout the processes.

To achieve the goals of the RTP/SCS, public agencies at all levels of government will need to implement a wide

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range of strategies that focus on four key areas:

- A Land Use growth pattern that accommodates the region's future employment and housing needs, and protects sensitive habitat and natural resource areas;
- A Transportation Network that consists of public transit, highways, local streets, bikeways and walkways;
- Transportation Demand Management (TDM) measures that reduce peak-period demand on the transportation network; and
- Transportation System Management (TSM) measures that maximize the efficiency of the transportation network.

Table SCS-5 lists specific implementation strategies that local governments, TCAG and other stakeholders can and should undertake in order to successfully implement the SCS.

Table SCS-5
Implementation Strategies

COMPREHENSIVE
Encourage jurisdictions in Tulare County to consider bicycle lanes, public transit, transit-oriented and mixed-use development, pedestrian networks, rail and other complete streets development during updates of general plans and other local plans.
Implement a Complete Streets Program whereby agencies will prepare plans to accommodate all transportations users, including pedestrians, bicyclists, transit riders, and motor vehicle operators and riders, and implement those plans as aggressively as feasible.
Provide for continued coordination and evaluation of the planned circulation system among cities and the county.
Fund feasibility studies, complete streets studies, and community and neighborhood plans to evaluate and plan for transit readiness, walkability and bikeability, as funds are available.
Fund the development of capital improvement programs for complete streets and active transportation-type plans, as funds are available.
Provide funding as available for the implementation of complete streets and/or active transportation-type plans and related capital improvement programs as provided for above. Funding may include but is not limited to: Active Transportation Program (ATP) funds (including various safety, safe routes to schools, and transportation enhancement funds), Congestion Mitigation and Air Quality (CMAQ) funds, Cap and Trade funds, and others.
Support coordinated transportation planning and programming.
Participate in multi-regional efforts and organizations such as the California Association of Councils of Governments (CALCOG) and the Self-Help Counties Coalition.
SYSTEM PERFORMANCE
Maintain a Level of Service C or better on rural roads and Level of Service D or better on urban roads.
Advocate and support planning studies and development of multi-use corridors.
Give heightened consideration to safety improvement projects.
Monitor road conditions using the Highway Pavement Management System (HPMS), local Pavement Management Systems (PMS), and traffic counts to determine circulation and road

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conditions on the regional road system.
Identify future regional road and circulation needs on an as-needed basis.
Evaluate intersections, bridges, interchanges, and rail grade crossings for needed safety improvements.
Develop funding strategies for safety projects in cooperation with Caltrans and member agencies.
Rank and score transportation projects based on regional significance, safety, cost effectiveness, and project warrant based on specific funding guidelines.
Coordinate local funding on regionally significant projects.
Develop alternate transportation improvements when feasible.
Examine alternative funding sources for streets, roads, state highways, rail systems, transit, bicycle, pedestrian, and other transportation mode improvements.
Develop funding strategies based on TCAG's Congestion Management Program (CMP).
Develop and implement a project ranking system to be used when evaluating all major capacity increasing projects that identifies the need, equitability, safety, and project benefits for the region as a whole, taking into consideration funding program requirements and guidelines.
Encourage public participation through each of the steps in regional project development and planning. May be performed by local agencies throughout environmental and other processes.
Publish public notices and hold hearings to allow the public to comment on regional road and circulation projects. May be performed by local agencies throughout environmental and other processes.
Provide a time for public comment at each TCAG Board meeting.
Encourage public participation through the public outreach campaign during the development of the RTP.
TRANSIT
Encourage development of a transit system that interconnects and coordinates with other modes of transportation (e.g. passenger rail, intercity bus, multi-jurisdictional transit, bicycle facilities, pedestrian walkways, etc.).
Encourage the cities of Visalia and Tulare to plan for and implement transit-oriented land use along planned light rail and/or bus rapid transit corridor(s).
Require all transit plans to include evaluation and policies on transit safety and security.
Encourage transit agencies to annually review transit safety procedures.
Encourage transit agencies to make use of all available federal, state, and local funding to sustain, expand and improve local transit services, and ensure the timely and best use of those funds.
Encourage the consolidation of duplicate services within the region to make best use of funding and other resources.
Develop cohesion and cooperation among transit operators that will result in efficient and accessible transit service between and within communities, such as coordinating schedules to minimize wait times between systems.
Develop a minimum acceptable response time for transit Dial-a-Ride service and maximum delay times for fixed route service.
Develop a network of fast, convenient, high quality transit services that are competitive with the cost and time to drive alone during peak periods.
Utilize Cap and Trade funds available for transit, if available, for projects in Tulare County.

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Complete Triennial Performance Audits of all transit agencies and ensure that needed improvements are implemented as necessary as feasible.
Encourage employers to offer incentives, such as awards, flexible hours, and financial incentives for employees who use transit for their work commute.
Include transit networks and data in the Transportation Demand Model for use in evaluating the transit system for the next RTP (estimated for 2017), if feasible.
Support the coordination of ITS technologies between transit agencies to ensure systems compatibility and to enable the use of uniform regional passes.
Encourage each transit agency to further their citizen involvement processes, as well as participate in Social Services Transportation Advisory Committee (SSTAC) and Transit Forum meetings.
Update and adopt unmet transit needs definitions at least every five years, and seek increasing public participation in the transit unmet needs process.
Work with local transit agencies to improve public outreach concerning the use of transit as an alternative to automobile travel.
AVIATION
Encourage efforts to ensure that compatible land uses adjacent to airports are consistent with the Tulare County Comprehensive Airport Land Use Plan or the respective city's certified Airport Master Plan.
Coordinate airport planning with other components of the circulation system
RAIL
Support the development, extension, and maintenance of passenger rail service, including, but not limited to, Cross Valley Rail, High Speed Rail, Amtrak, and light rail.
Ensure that the high-speed rail system, if implemented, supports Tulare County in achieving its economic, environmental, land use, and mobility goals.
Determine light rail alignments and undergo feasibility analysis.
Implement Bus Rapid Transit along future light rail corridors.
Participate in and support the activities of the San Joaquin Rail Commission in improving Amtrak services in the San Joaquin Valley region.
Support continued improvement of freight rail service and freight transfer points within Tulare County.
Coordinate with the Public Utilities Commission to notify Tulare County of any rail line abandonment proposals in order to evaluate possible impacts on the transportation system and consider preservation possibilities or alternative uses for such facilities.
Assist in upgrading goods movement rail track to a minimum of 125 pounds as possible.
Advocate for maintaining freight rail lines in the Tulare County region and prevent rail abandonments when feasible.
Participate in the Central California Rail Authority.
Utilize Cap and Trade funds available for goods movement rail projects, if available, for projects supporting freight rail systems that benefit Tulare County.
Partner with owners and operators of all types of rail systems in order to result in safe, efficient, and beneficial rail systems for all users.
GOODS MOVEMENT
Work with Caltrans and adjacent regions in the development of intermodal corridors.
Include comprehensive goods movement planning in the RTP.

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Implement the San Joaquin Valley Goods Movement Plan.
Restore and maintain freight rail service in Tulare County as a significant transportation mode, providing service to commerce and industry.
Coordinate with other agencies to restore and enhance rail service to existing facilities in order to attract new industries to Tulare County.
Give special consideration to transportation projects that improve air quality and the operational efficiency of goods movement.
ACTIVE TRANSPORTATION (BICYCLE AND PEDESTRIAN MODES)
Update the Regional Bicycle Plan every four years to identify bicycle routes that are appropriate for commuter, recreational, and student riders.
Convene public outreach and implement strategies for Share the Road concepts.
Designate and design regional bicycle routes that reduce conflicts with motor vehicles.
Encourage local agency review of bicycling needs with all new development.
Encourage local agencies to support implementation of bicycle support facilities such as bike racks, showers, and other facilities during the project review process.
Coordinate bicycle planning and implementation with other modes of transportation, particularly with transit.
Support development of designated regional bicycle paths adjacent to or separate from commute corridors, connecting cities and communities.
Support implementation of local bicycle and trail plans.
Utilize Cap and Trade funds available for bicycle and pedestrian projects, if available, for projects in Tulare County.
Encourage employers to offer incentives, such as awards, flexible hours, and financial incentives for employees who utilize active modes of transportation for their work commute.
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 will enjoy walking and/or bicycling to their destinations.
Encourage and support maintenance and enhancement of existing bicycle and pedestrian facilities.
Encourage utilization of highway, streets, and road shoulders for bicycle use and pedestrian access when safe.
Develop collaborative partnerships with irrigation districts, rail companies, and other agencies to utilize canals, waterways, abandoned right of ways, and other land corridors as multi-use trails.
Monitor key corridors for bicycle usage and develop strategies for improvement.
Include active transportation modes in the Transportation Demand Model, when feasible.
Encourage removal of barriers (walls, fences, etc.) for safe and convenient movement of pedestrians. Special emphasis should be placed on the needs of people with disabilities and ADA compliance.
Encourage cities to consider needs of pedestrians and people with disabilities during the project review process and policies in the General Plan.
REGIONAL ROADS AND CORRIDORS
Support development that identifies and implements mitigation measures to maintain or improve the existing transportation system condition and efficiency.
Support improvements of critical segments along the State Highway System.
Encourage frontage roads along state highways, where appropriate.

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Support the extension of State Route 65 north to Fresno County.
Support improvements on regional roads to include safe accessibility for active modes of transportation.
Improve safety and capacity of vital east-west corridors.
Encourage restriction of direct access along regionally significant corridors by limiting the spacing of signalized intersections to ½-mile intervals and interchanges to one mile.
AIR QUALITY AND GREENHOUSE GASES
Encourage mixed-use developments in urbanized areas.
Encourage provision of an adequate supply of housing for the region's workforce and adequate sites to accommodate business expansion to minimize interregional trips and long-distance commuting.
Support coordinated alternative modes of transportation including transit, pedestrian, bicycle, and rideshare and vanpool programs.
Implement small, incremental, project-level improvements in air quality that will add to substantial improvements in air quality.
Support the implementation of alternative fuel and other power sources for surface transportation, such as Compressed Natural Gas and electricity.
Achieve United States Environmental Protection Agency NAAQS by required attainment dates, or earlier if practicable.
Promote adoption of clean, renewable energy technologies to ensure a reliable energy supply, enhance the region's economy, and improve air quality.
Expand awareness of the need to reduce greenhouse gases and incorporate the latest scientific information into planning efforts.
Support and participate in efforts and coalitions promoting use of Cap and Trade funding for projects that help reduce greenhouse gas emissions in Tulare County.
Utilize Cap and Trade funds, if available, for various projects in Tulare County that will contribute to the reduction of greenhouse gas emissions.
PUBLIC HEALTH
Support investment in bicycle and pedestrian systems, giving attention to projects and networks that will allow residents to walk and bicycle to frequented destinations, including schools, parks, healthcare institutions and transit stops.
Provide outreach to employers regarding the benefits of active transportation, and suggest measures employers can use to encourage its use.
Encourage projects that support population and housing growth (of multi-family and small lot types) in high quality transit areas.
Support projects that decrease automobile miles traveled per capita to reduce premature mortality and asthma incidences attributed to traffic related air quality pollution.
Integrate data related to walk, bike and transit trips into the TCAG Traffic Model for all future SCS updates.
INTELLIGENT TRANSPORTATION SYSTEMS (ITS)
Periodically update Tulare County Region's Urbanized Area ITS Plan(s).
Support and update the San Joaquin Valley ITS Strategic Deployment Plan as needed.
Support Intelligent Transportation Systems for upgrading state highway interchanges from rural to urban standards.
Coordinate ITS improvements and infrastructure with public safety agencies.

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ENVIRONMENTAL JUSTICE
Assure that transportation project benefits and burdens are not inequitably distributed throughout the region.
Provide environmental justice communities opportunities for input into transportation plans, programs, and projects 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.
Provide outreach to various environmental justice communities within Tulare County, including, but not limited to, the Tule River Indian Tribe and primarily Spanish-speaking communities.

EVALUATION AND REVISION

TCAG will update its RTP/SCS in 2018, in accordance with applicable federal and state laws. As part of this update, TCAG will be reviewing its progress in implementing the strategies identified in this plan. In addition, the GHG emission reduction targets are reevaluated at least every eight years, and may be revised every four years by CARB. This will enable the state and TCAG to consider changes in circumstances, funding availability, technological advances, new legislation, and other considerations that could arise over time.

TCAG will also track its progress in implementing its RTP/SCS strategies in conjunction with the preparation and adoption of its Overall Work Program (OWP) and Annual Budget. The OWP / Budget process provides an opportunity for TCAG to allocate staff resources and funding to implement short-term and mid-term strategies contained within the RTP/SCS. In addition, TCAG will periodically monitor the progress being made by the State, local jurisdictions, and other agencies and entities in implementing the strategies identified in this plan.

MONITORING PROGRESS

While SB 375 places a great deal of attention on meeting GHG emission reduction targets, TCAG has also established other important goals in its RTP/SCS that will lead to overall improvement in the quality of life in the region. It will be important for TCAG to continue to improve its performance monitoring programs, to track how well the region is doing in terms of overall progress toward meeting these goals.

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Tulare County Association of Governments

Action Element

TCAG 2014 Regional Transportation Plan

ACTION ELEMENT

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

REGIONAL NEEDS ON LOCAL HIGHWAYS, STREETS, AND ROADS

Goods Movement System Improvements

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

Agriculture accounts for a large percentage of commodity movement and truck traffic within and through Tulare County. In 2012, Tulare County farms produced over $6.2 billion in gross revenue as estimated by the County Agricultural Commissioner's office. Tulare County continues to be the top dairy producing county in the nation. Unlike other forms of agriculture, dairies harvest and transport their product every day of the year. Dairy trucks also have higher weight loads compared to other trucks. This causes significant degradation of roads used by the dairy industry. Other major types of commercial truck travel in the region include: retail distribution, construction, gravel mining, delivery to and from industrial facilities, gasoline and fuel distribution, and household goods movement. Destinations for commodity movement in the region include farms, packing and processing plants, cold storage facilities, grain elevators, lumber mills, manufacturers, and distribution centers. There has also been a trend for warehouses and large distribution centers to locate in this area due to high costs of conducting business in larger metropolitan areas, land availability and reduced cost, and the central location of Tulare County between the Los Angeles and Bay Area metropolitan areas.

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

Road Capacity and Level of Service (LOS)

▪ Capacity

According to the 2010 Highway Capacity Manual (HCM), capacity is defined as "the maximum sustainable hourly flow rate at which persons or vehicles reasonably can be

expected to traverse a point or a uniform section of a lane or roadway during a given time period under prevailing roadway, environmental, traffic and control conditions, usually expressed as vehicles per hour or persons per hour." The ratio of the roadway volume to its capacity, V/C, can be useful in determining the preliminary Level of Service (LOS) of a roadway.

Volume = Actual number of vehicles.
Capacity = Maximum number of vehicles on a particular segment of roadway during a specific time frame.

- Level of Service (LOS)

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

Uninterrupted Traffic Flow Facilities

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

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

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

LOS D: At this level speeds begin to decline with increasing flows, with density increasing more quickly. Freedom to maneuver within the traffic stream is seriously limited and drivers experience reduced physical and psychological comfort levels. Even minor incidents can be expected to create queuing, because the traffic stream has little space to absorb disruptions.

LOS E: Describes operation at capacity. Operations on the freeway at this level are highly volatile because there are virtually no useable gaps within the traffic stream, leaving little room to maneuver within the traffic stream. Any disruption to the traffic stream, such as vehicles entering from a ramp or changing lanes, can establish a disruption wave that propagates throughout the upstream traffic flow. At capacity, the traffic stream has no ability

to dissipate even the most minor disruption, and any incident can be expected to produce a serious breakdown and substantial queuing, The physical and psychological comfort afforded to drivers is poor.

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

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

Interrupted Traffic Flow Facilities

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

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

LOS C: Describes operations with control delay between 20 and 35 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when progression is favorable or the cycle length is moderate. Individual cycle failures (i.e.one or more queued vehicles are not able to depart as a result of the insufficient capacity during the cycle) may begin to appear at this level. The number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping. May be longer queues and operations between locations may be more restricted.

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

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

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

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

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

SEGMENT	2013 ADT*	2040 ADT*	2013 - 2040	
			NET INCREASE	% INCREASE
SR-43 - Kern County to Kings County	3,670	2,610	(1,060.00)	(28.88)
SR-63 - SR-201 to Fresno County Line	2,867	5,289	2,422	84.48
SR-63 - SR-137 to Avenue 280	23,380	28,946	5,566	23.81
SR-65 - SR-198 to SR-137	7,107	8,515	1,408	19.81
SR-65 - SR-137 to SR-190	29,273	40,576	11,303	38.61
SR-65 - SR-190 to Kern County Line	12,134	17,049	4,915	40.51
SR-99 - SR-198 to Fresno County Line	37,991	48,508	10,517	27.68
SR-99 - SR-198 to SR-137	55,512	73,475	17,963	32.36
SR-99 - SR-137 to SR-190	56,278	74,357	18,079	32.12
SR-99 - SR-190 to Kern County Line	47,020	53,021	6,001	12.76
SR-137 - Road 152 to Road 168	14,585	32,662	18,077	123.94
SR-190 - SR-99 to Newcomb	3,482	7,639	4,157	119.39
SR-198 - SR-99 to Kings County Line	13,793	21,200	7,407	53.70
SR-198 - SR-99 to SR-63	23,915	26,157	2,242	9.37
SR-201 - SR-63 to SR-245	1,438	2,046	608	42.28
SR-216 - Road 168 to SR-245	8,916	12,784	3,868	43.38
SR-245 - SR-198 to SR-216	3,663	6,927	3,264	89.11
Avenue 56 - SR-43 to SR-99	4,008	5,068	1,060	26.45
Avenue 96 - SR-65 to SR-99	616	873	257	41.72
Avenue 280 - SR-63 to Farmersville	14,988	21,813	6,825	45.54
Avenue 328 - SR-99 to SR-63	1,683	8,896	7,213	428.58
Avenue 384 - Road 80 to SR-63	1,049	1,277	228	21.73
Avenue 416 - Dinuba to Orosi	11,600	19,519	7,919	68.27
Road 68 - Avenue 232 to SR-198	1,056	1,728	672	63.64
Road 80 - Avenue 328 to SR-201	35,102	48,743	13,641	38.86
Road 132 - Avenue 328 to SR-201	2,667	4,656	1,989	74.58
Road 140 - Avenue 280 to SR-198	28,957	37,123	8,166	28.20
Road 152 - SR-137 to SR-190	2,236	3,347	1,111	49.69
Road 196 - SR-198 to SR-216	6,982	9,637	2,655	38.03
Road 196 - SR-137 to Avenue 192	3,603	5,280	1,677	46.54
YEAR TOTAL	**459,571**	**629,721**	**170,150**	**37.02**

** 2014 TCAG Transportation Model Projections*

REGIONAL ROAD SYSTEM ALTERNATIVES

TCAG considers several alternatives including building or not building projects. The RTP evaluates each project based on need, LOS, performance, safety, cost, equity and environmental factors. TCAG currently uses the criteria in Table 3-5 as a guideline in selecting State Transportation Improvement Program (STIP) projects that will use the limited amount of funds available to Tulare County. Some projects may be modified, postponed or re-evaluated due to cost increases or other financial or environmental concerns that arise during the planning process.

PLANNING ASSUMPTIONS

The Action Element has been prepared based on the latest and most reasonable possible planning assumptions available to TCAG during the preparation of the 2014 Regional Transportation Plan (RTP). There are many variables that can be predicted and many more that can only be estimated. With all things considered, historical transportation needs and funding mechanisms drive the development of this RTP. Unforeseen natural disasters, financial constraints, and other unforeseen circumstances can affect the projects listed in this RTP. The RTP is prepared assuming stable funding sources, escalated revenues based off of current and past funding levels (see financial element) and projects cost estimates using estimated year of expenditure dollar amounts. This plan estimates that there is a current funding shortfall to cover all transportation needs in Tulare County. Due to the size and high number of miles of roads in Tulare County, there will continue to be insufficient funding for the Regional Road System. Figure 3-1 illustrates the Regional Road System in Tulare County; these roads have been identified as the roads that have regional significance to Tulare County's circulation infrastructure. TCAG, and all of the agencies in Tulare County, will continue to lobby for increased funding for farm-to-market roads, highways, and local roads to improve circulation in the region.

Funding

Transportation funding has traditionally come from federal and state sources, with an ever-increasing amount of funds coming directly from local agencies and residents for transportation improvements. Examples of funding sources include: the State Transportation Improvement Program (STIP), federal transportation bills (currently MAP-21), special congressional or senate legislation or one-time funding programs, Federal Transit Administration (FTA) funds, and local sources such as developer and impact fees and Measure R, the local transportation sales tax.

Measure R, passed in 2006, is a local ½ cent sales tax initiative approved by the voters (see Appendix M). The sales tax is estimated to bring in over $1.4 billion over its 30-year lifespan. The measure includes many types of projects, from large, capacity-increasing projects on state highways and major regional roads, to numerous bicycle projects, transit expansion projects, and environmental funds. For a more detailed review of funding sources, please refer to the Financial Element.

Despite these numerous funding sources, there remain many needs for capacity increasing projects as well as basic operations and maintenance of the existing system. Additional funds are needed for projects that clean Tulare County's air and provide residents with transportation options on a daily basis. Additional sources of funding are constantly being explored by TCAG and the local agencies. For example, Tulare County agencies are investigating the development of regional transportation impact fees to assist in funding transportation improvements and the state of California is embarking on a Cap and Trade program to fund projects that reduce greenhouse gas emissions.

Travel Patterns

Travel demand in Tulare County is predicted via an assessment of current and future traffic estimates using field surveys and traffic counts, Census, Department of Finance (DOF)

and other data sources, local plans, and the Tulare County Regional Transportation Model. In this region, as in most, commuters make up the bulk of the peak hour trips in the morning and evening. However, retail, recreational, agricultural, mining, educational, and industrial land uses are also major generators of traffic. For example, commuters, shoppers, and people in need of services in both Tulare and Visalia impact the corridor between the cities. The County of Tulare employs approximately 4,800 people throughout the county, many of whom come from all parts of the county, as well as other counties, primarily to the City of Visalia.

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

Projections

Projections indicate that this region can expect population growth, and therefore travel demand, to continue to increase steadily during the scope of this RTP. Since 1950, Tulare County population has experienced a 1.9% annualized growth rate, as displayed in Table 3-2.2. As more housing is constructed and employers move into Tulare County to accommodate (and stimulate) population growth, travel demand will continue to increase. Agencies have developed land use plans to accommodate growth within their jurisdictions. The RTP addresses plans to accommodate the short and long term future needs of the transportation system in the region.

Table 3-1, Travel Demand on Selected Segments of the Regional Road System in Tulare County, was derived from the Tulare County Regional Transportation Model. Table 3-1 also shows the projected percent increase in Average Daily Traffic (ADT) for each of the segments over that time period as well as total daily trips, vehicle miles traveled (VMT), and the percent increases for each year. Figure 3-2 shows the ADT on selected segments for the year 2013 and Figure 3-3 shows the projected ADT for 2040. Figures 3-4 and 3-5A display the current level of service for urban segments on the Regional Road System and identifies transportation needs for those that are at capacity or near capacity and will require improvements during the scope of this plan. These projections are a fair indication of trends and are used as a basis for system planning and strategies for reducing congestion.

Forecasting

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

Table 3-4.1 Tulare County Population Projections 2015 to 2040

Source:	2015	2020	2025	2030	2035	2040
California DOF 2013[1]	473,785	526,718	575,294	630,303	682,022	722,838
Woods&Poole 2012[2]	498,640	547,424	592,632	642,643	700,832	773,846
TCAG Model[3]	479,763	520,542	564,787	612,792	664,878	721,391

▪ 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.

Table 3-4.2 Household Projections 2015 to 2040

Source:	2015	2020	2025	2030	2035	2040
Woods&Poole 2012[2]	136,597	141,295	144,300	146,485	148,318	150,417
TCAG Model[3]	140,820	152,128	164,344	177,542	191,799	207,201

▪ Employment

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

Table 3-4.3 Employment Projections 2015 to 2040

Source:	2015	2020	2025	2030	2035	2040
Woods&Poole 2012[2]	189,991	198,078	206,808	214,322	222,511	230,775
TCAG Model[3]	179,662	194,173	209,320	225,700	243,419	262,591

[1] Report P-1 (County): State and County Total Population Projections, 2010-2060, California Department of Finance, January 2013

[2] Tulare County, California, 2012 Regional Data Pamphlet, Woods & Poole Economics, 2011

[3] Tulare County Travel Demand Forcast Model, 2014

▪ 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.

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 3-5B and 3-5C identify roadway segments that are considered to be at or exceeding capacity with LOS E, and F in the urban areas. Figure 3-5B displays urban roads at capacity with no improvements built, and 3-5C shows facilities at or exceeding capacity with improvements.

Figures 3-9 and 3-10 identify roadway segments that are considered to be at or exceeding capacity with LOS D, E, and F in the rural areas. Figure 3-9 displays rural roads at capacity with no improvements built, and 3-10 shows facilities at or exceeding capacity with improvements.

The Tulare County Regional Transportation Model identified these segments.

Figure 3-1 Tulare County Regional Road System

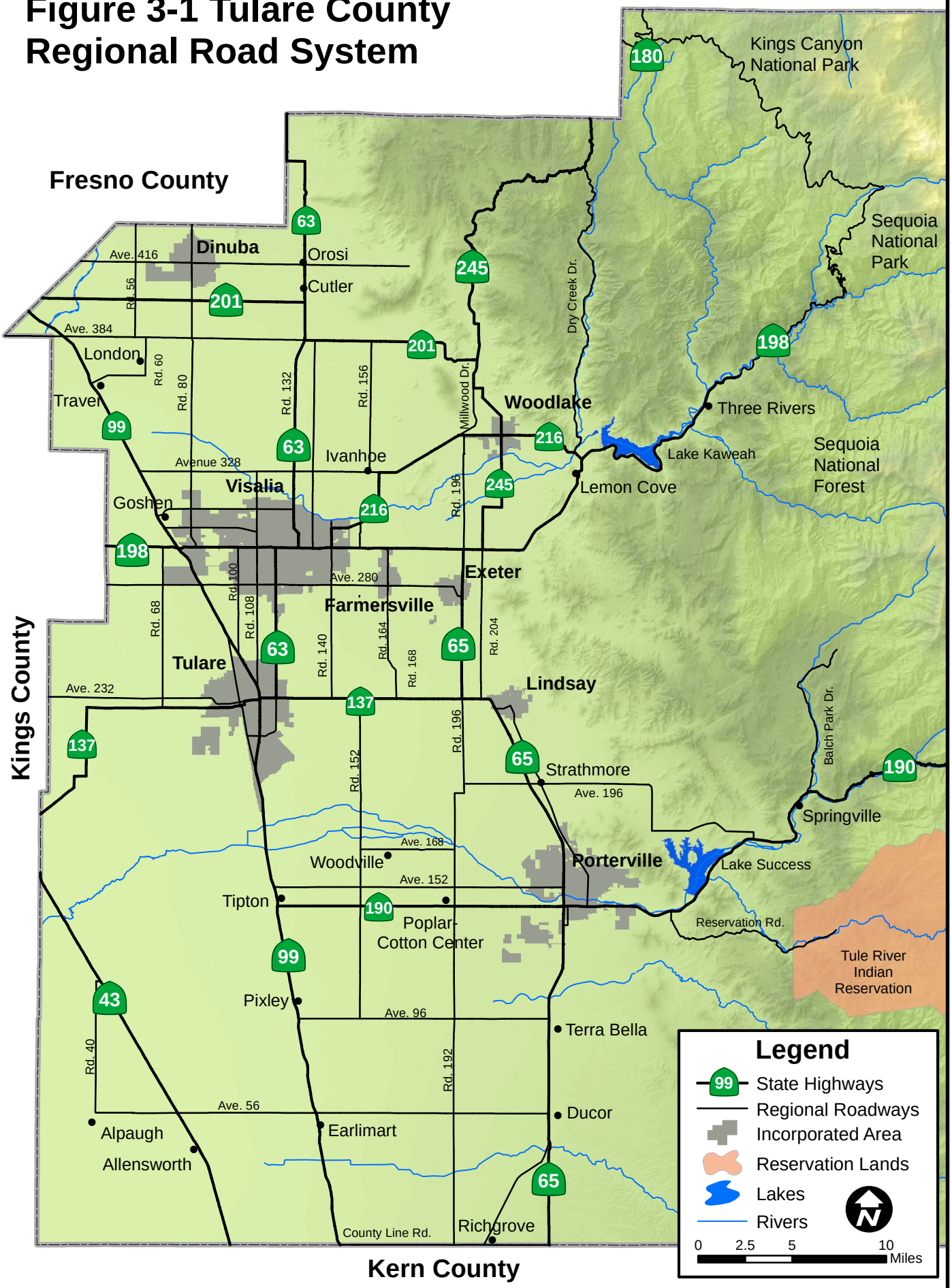


Figure 3-18
North / South Regional Corridors

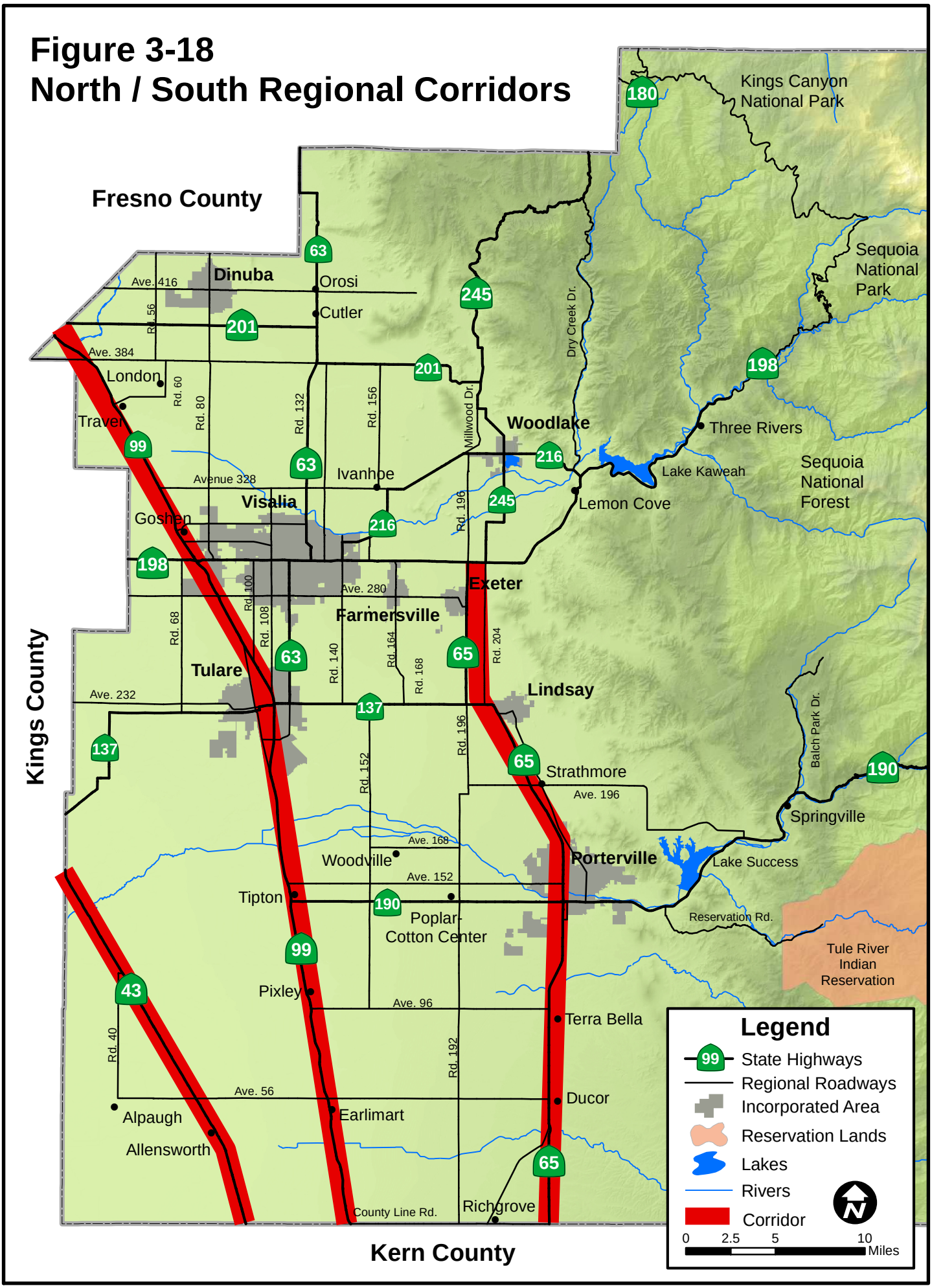


Figure 3-19
East / West Regional Corridors

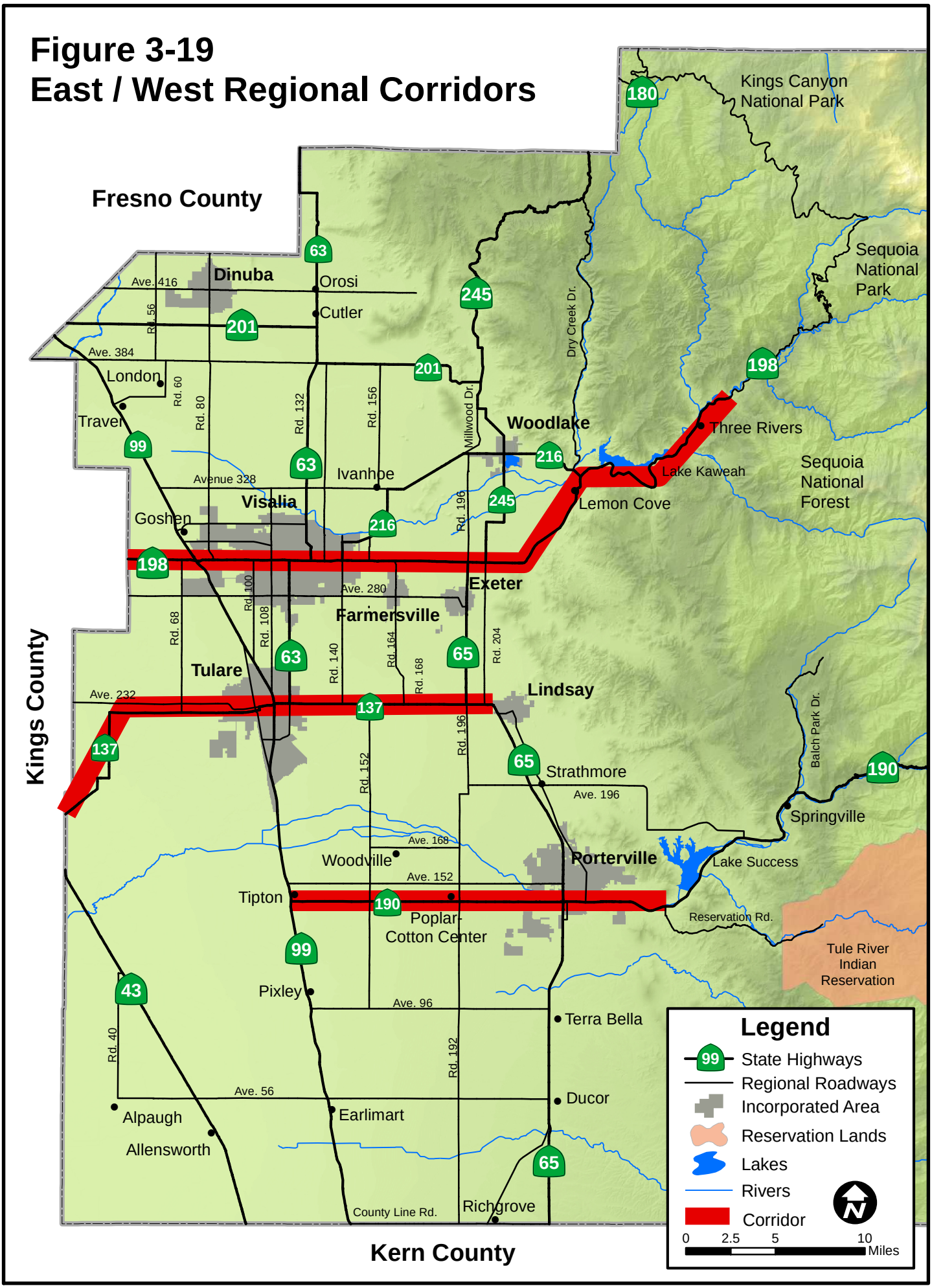


Figure 3-2
2013 Tulare County
Average Daily Traffic Volumes

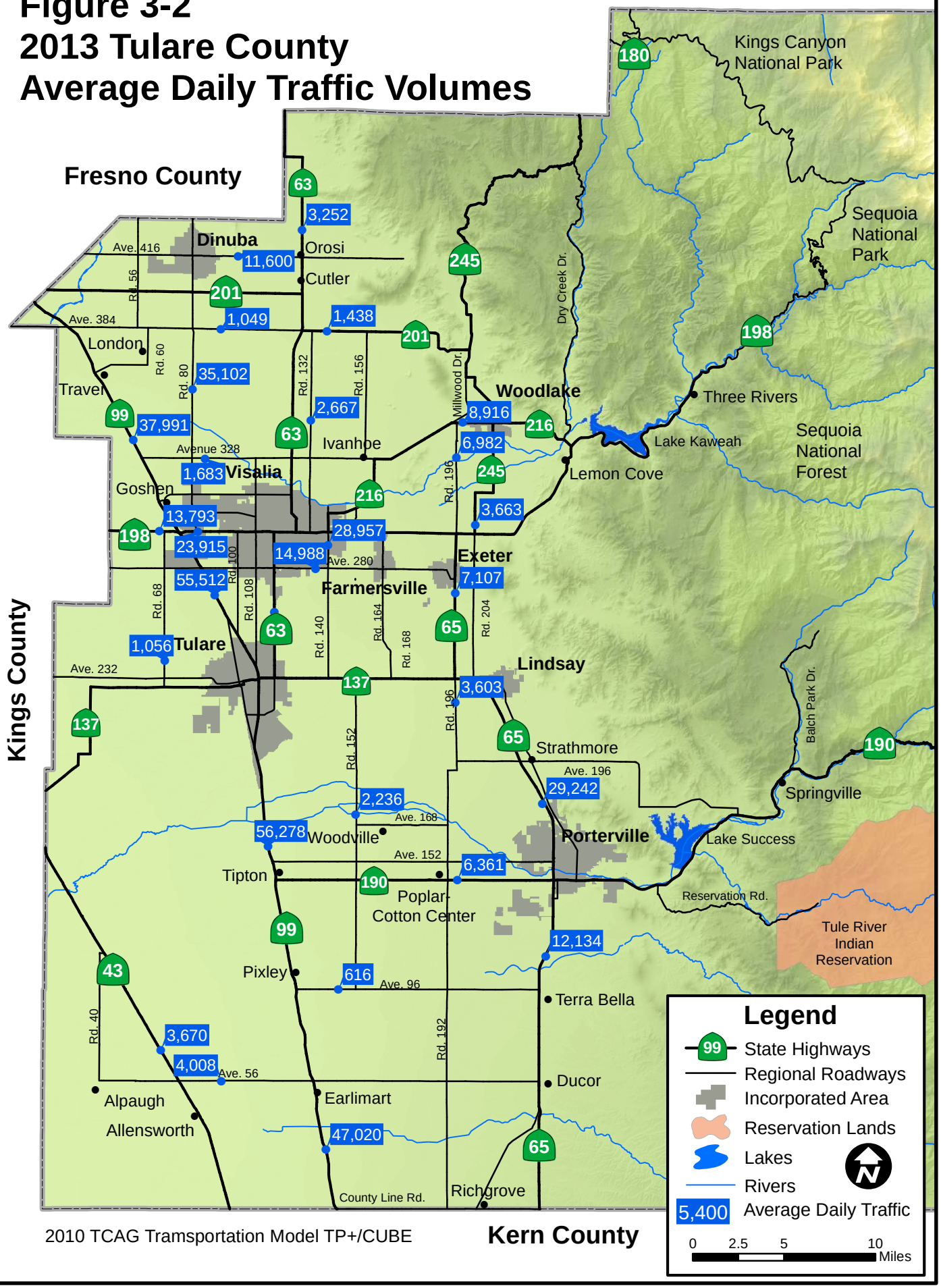


Figure 3-3
2040 Tulare County
Average Daily Traffic Volumes

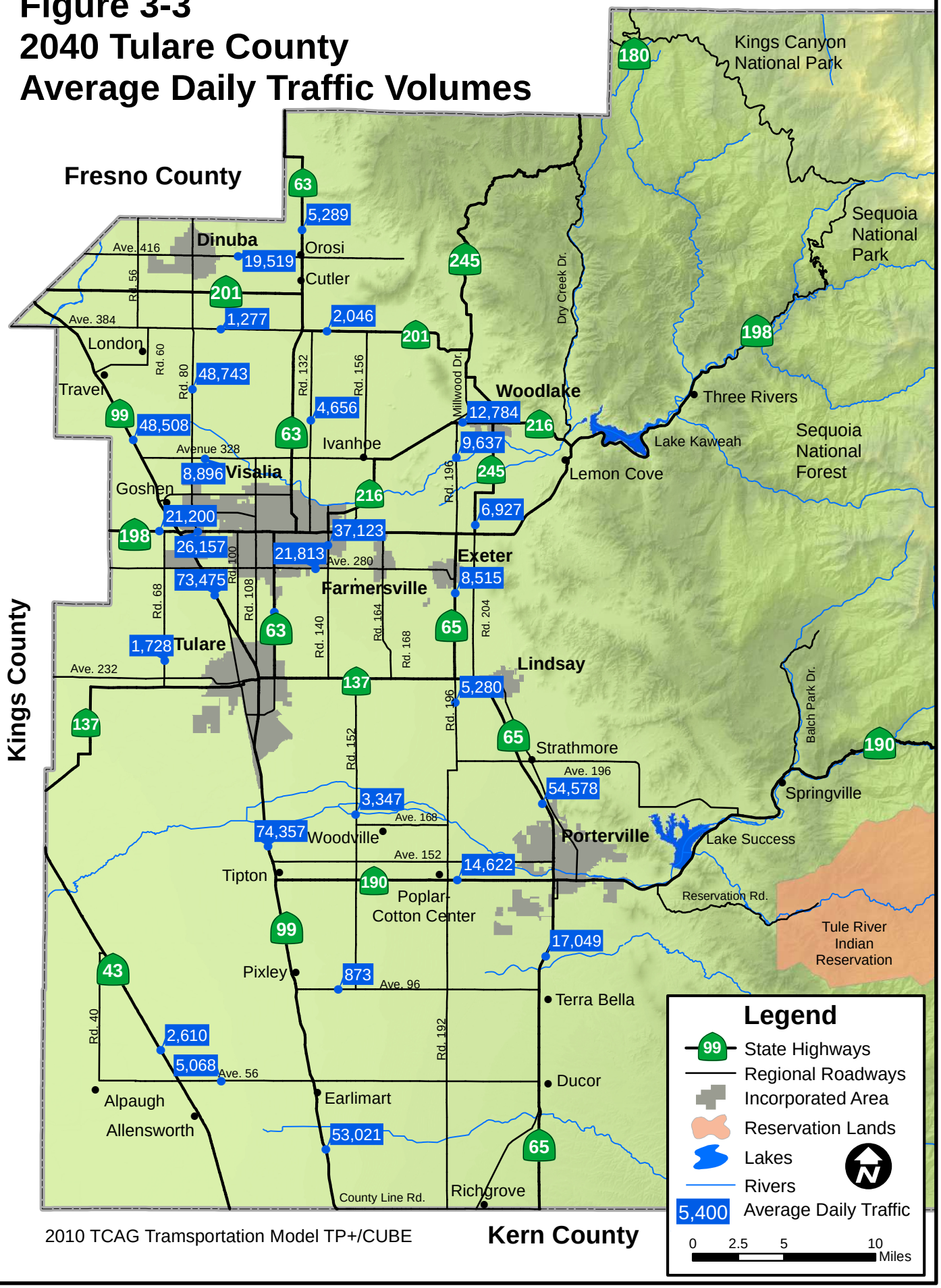


Table 3-2.1 Population from 1950 to 2010

Table 3-2.1 Population 1950 to 2010

	1950	1960	1970	1980	1990	2000	2010
Dinuba	4,971	6,103	7,917	9,907	12,743	16,844	21,453
Exeter	4,078	4,264	4,475	5,606	7,276	9,168	10,334
Farmersville	uninc.	3,101	3,456	5,544	6,235	8,737	10,588
Lindsay	5,060	5,397	5,206	6,936	8,338	10,297	11,768
Porterville	6,904	7,991	12,602	19,707	29,563	39,615	54,165
Tulare	12,445	13,824	16,235	22,530	33,249	43,994	59,278
Visalia	11,749	15,791	27,268	49,729	75,636	91,565	124,442
Woodlake	2,525	2,623	3,371	4,343	5,678	6,651	7,279
Incorporated	47,732	59,094	80,530	124,302	178,718	226,871	299,307
Unincorportated	101,532	109,310	107,792	121,436	133,203	141,150	142,174
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 from 1950 to 2010

Table 3-2.2 Population Growth Rate

	1950-60	1960-70	1970-80	1980-90	1990-00	2000-10	Annualized
Dinuba	22.8%	29.7%	25.1%	28.6%	32.2%	27.4%	2.5%
Exeter	4.6%	4.9%	25.3%	29.8%	26.0%	12.7%	1.6%
Farmersville	n/a	11.4%	60.4%	12.5%	40.1%	21.2%	2.6%
Lindsay	6.7%	-3.5%	33.2%	20.2%	23.5%	14.3%	1.4%
Porterville	15.7%	57.7%	56.4%	50.0%	34.0%	36.7%	3.5%
Tulare	11.1%	17.4%	38.8%	47.6%	32.3%	34.7%	2.7%
Visalia	34.4%	72.7%	82.4%	52.1%	21.1%	35.9%	4.1%
Woodlake	3.9%	28.5%	28.8%	30.7%	17.1%	9.4%	1.9%
Incorporated	23.8%	36.3%	54.4%	43.8%	26.9%	31.9%	3.1%
Unincorportated	7.7%	-1.4%	12.7%	9.7%	6.0%	0.7%	0.6%
County Total	**12.8%**	**11.8%**	**30.5%**	**26.9%**	**18.0%**	**20.0%**	**1.9%**

Figure 3-4
2013 Tulare County Regional Rural Roads Level of Service

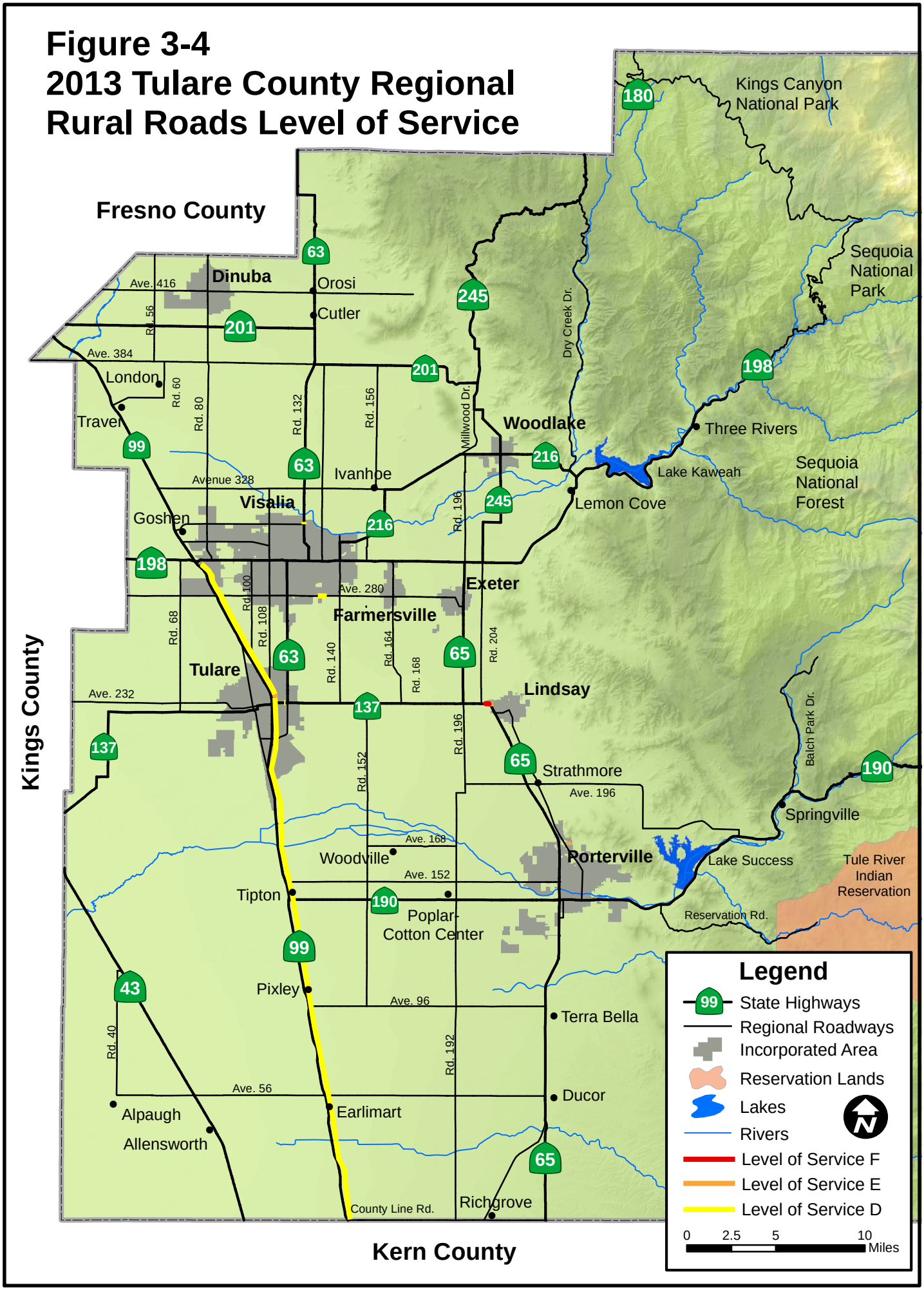


Figure 3-9
2040 Tulare County Regional Roads At Capacity With No Projects

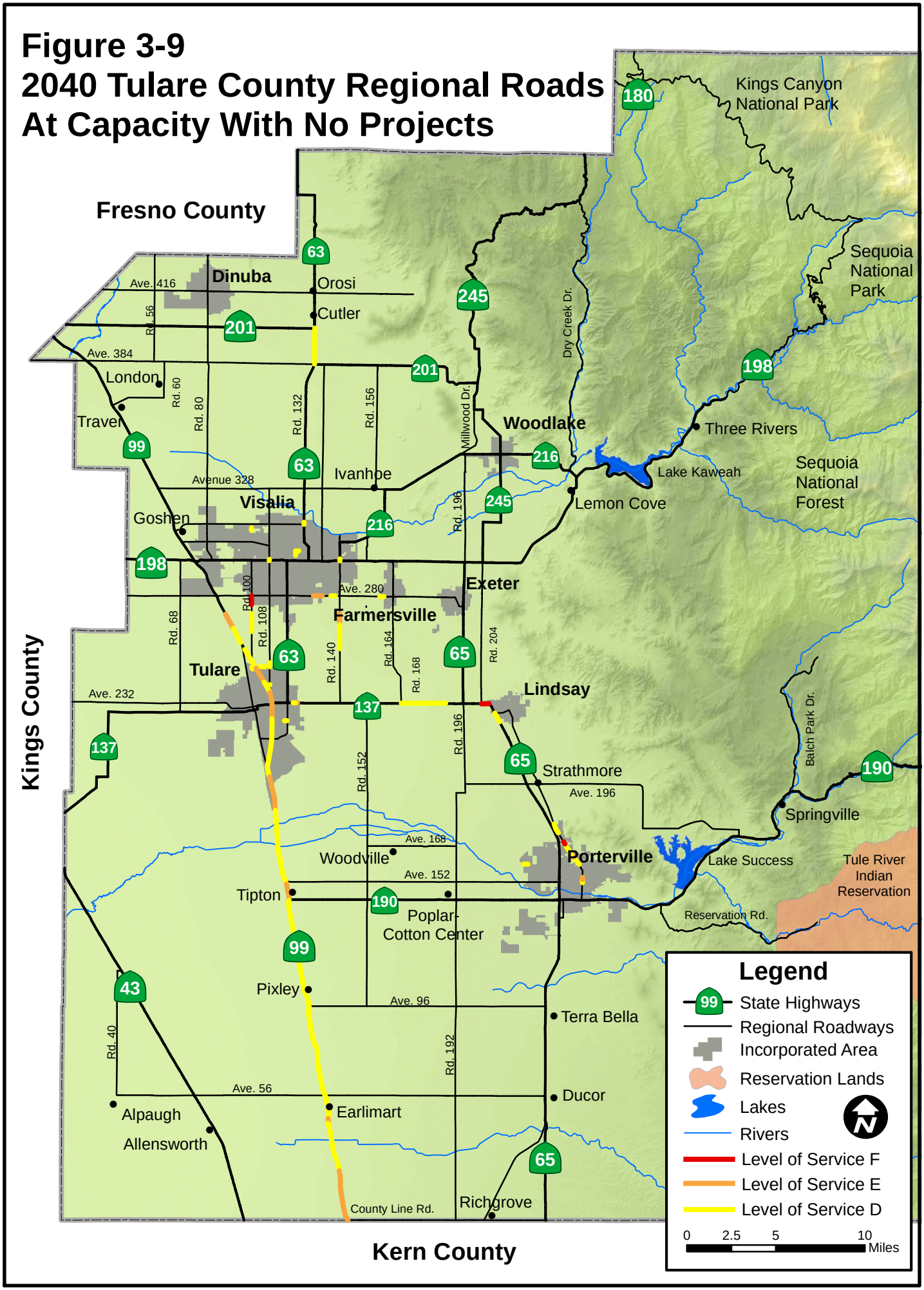


Figure 3-10
2040 Tulare County Regional Roads At Capacity With Projects

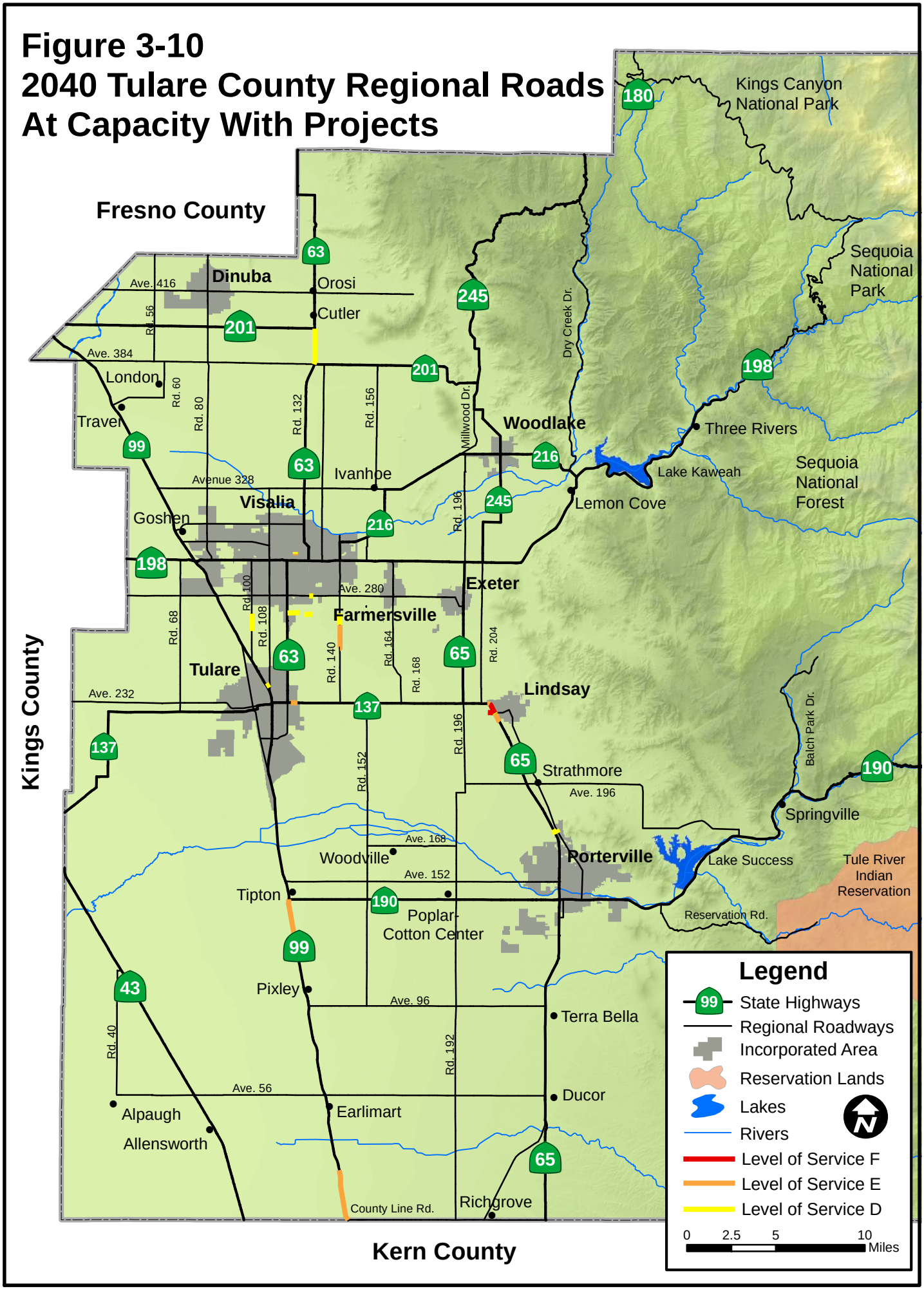
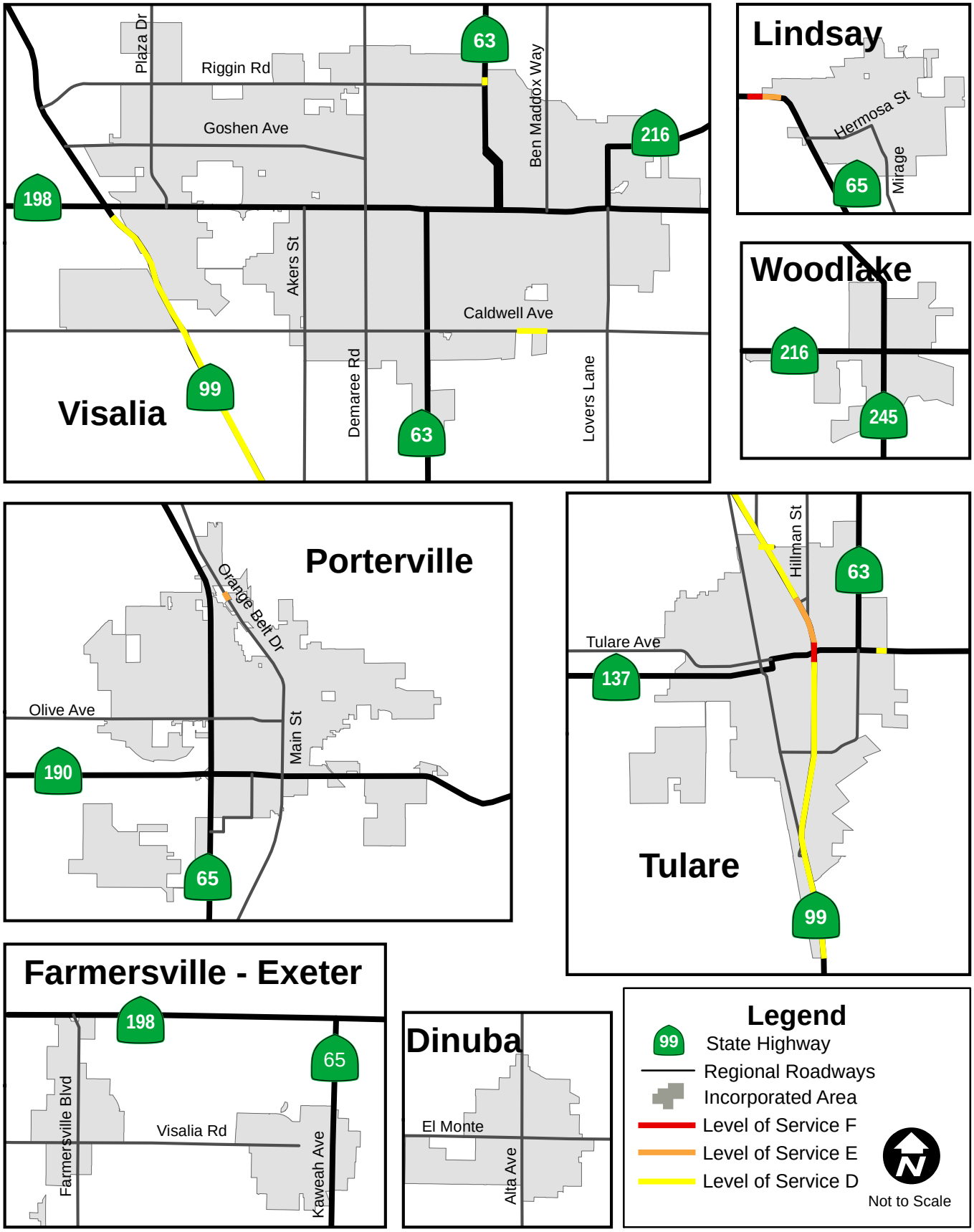
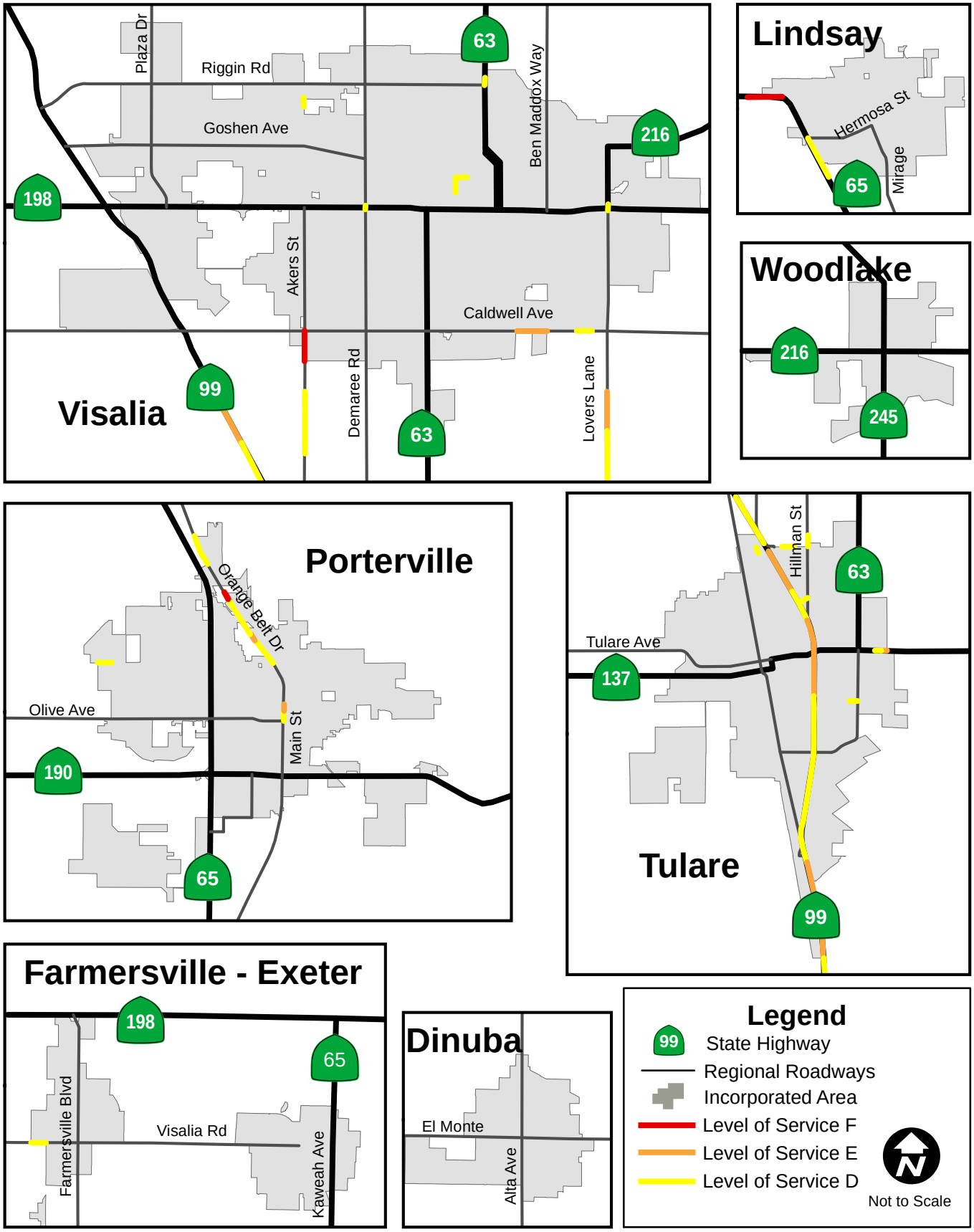


Figure 3-5A
2013 Tulare County Regional Urban Roads AM Peak Level of Service



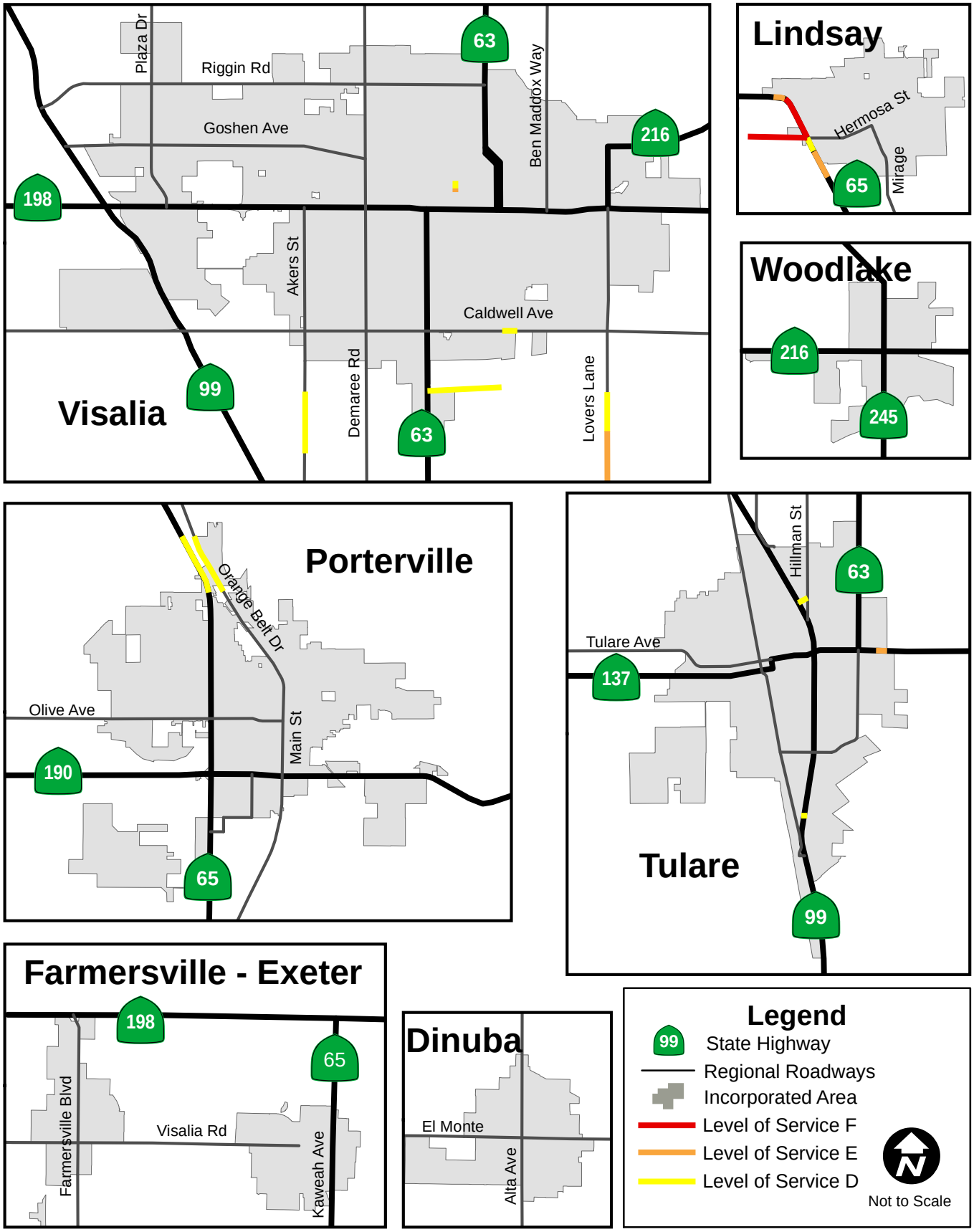
RTP 2014 Urban LOS.CDR

Figure 3-5B
2040 Tulare County Regional Urban Roads AM Peak Level of Service With No Projects



RTP 2014 Urban LOS.CDR

Figure 3-5C
2040 Tulare County Regional Urban Roads
AM Peak Level of Service With Projects



RTP 2014 Urban LOS.CDR

Table 3-3A 2012 Regional Transportation Improvement Program

					Project Totals by Fiscal Year						Project Totals by Component					
Agency	Rte	PPNO	Project	Total	Prior	12-13	13-14	14-15	15-16	16-17	R/W	Const	E&P	PS&E	R/W Sup	Con Sup
Highway Projects:																
Caltrans	65	104	Align Rd 204, Rt 65-Rt 198	4,707	3,150	0	0	0	0	1,557	0	0	3,150	1,557	0	0
Caltrans	65	8650A	Terra Bella Expressway - Seg. 1	10,913	9,413	0	0	0	1,500	0	5,730	0	297	1,386	2,000	1,500
Caltrans	99	6423	Betty Drive Interchange improvements	16,720	2,120	3,108	6,492	0	0	0	6,000	0	2,120	3,108	492	5,000
Caltrans	99	6400C	Tulare to Goshen, 6-ln, Middle Seg.	9,825	0	0	1,525	0	8,300	0	600	6,750	0	875	50	1,550
Caltrans	99	6400D	Tulare to Goshen, 6-ln, South Seg.	6,888	0	0	0	6,888	0	0	5,850	0	0	425	623	0
Visalia	198	105Y	Plaza Dr. landscape	1,420	0	0	1,420	0	0	0	0	1,420	0	0	0	0
Caltrans	216	106Y	Rt 216 widening, landscape	680	0	50	630	0	0	0	0	580	0	50	0	50
			Subtotal, Highway Projects	51,153	14,683	3,158	10,067	6,888	9,800	1,557	18,180	8,750	5,567	7,401	3,165	530
Transportation Enhancement (TE) Projects:																
Visalia	te	6563	Packwood Creek Trail, .25mi	118	0	118	0	0	0	0	0	118	0	0	0	0
Woodlake	te	6633	Rt 245, downtown enhancement, ph1	973	0	973	0	0	0	0	0	973	0	0	0	0
Visalia	te	6564	Packwood Creek Trail, .75mi	250	0	250	0	0	0	0	0	250	0	0	0	0
Woodlake	te	6658	Rt 245, downtown enhancement, ph4	625	0	0	625	0	0	0	0	625	0	0	0	0
Visalia	te	6565	Santa Fe Trail Connection, Seg. 1A	870	0	0	870	0	0	0	0	870	0	0	0	0
Porterville	te	6632	Oak Ave Pedestrian Walkway	224	0	0	224	0	0	0	0	224	0	0	0	0
Porterville	te	6659	Garden Ave Pedestrian Walkway	257	0	0	0	257	0	0	0	257	0	0	0	0
Dinuba	te	6660	Class II and III Bike Lanes	224	0	0	0	224	0	0	0	224	0	0	0	0
Tulare CAG	res	D006	TE reserve	2,040	0	0	0	0	1,028	1,012	0	2,040	0	0	0	0
			Subtotal, TE Projects	5,581	0	1,341	1,719	481	1,028	1,012	0	5,581	0	0	0	0

Table 3-3B 2014 Draft Regional Transportation Improvement Program

					Project Totals by Fiscal Year						Project Totals by Component					
Agency	Rte	PPNO	Project	Total	Prior	14-15	15-16	16-17	17-18	18-19	R/W	Const	E&P	PS&E	R/W Sup	Con Sup
Highway Projects:																
Caltrans	65	104	Align Rd 204, Rt 65-Rt 198	4,707	3,150	0	0	1,557	0	0	0	0	3,150	1,557	0	0
Caltrans	65	8650A	Terra Bella Expressway - Segment 1	10,913	9,413	0	1,500	0	0	0	5,730	0	297	1,386	2,000	1,500
Caltrans	99	6400C	Tulare to Goshen, 6ln, Middle Seg.	9,825	1,525	0	8,300	0	0	0	600	6,750	0	875	50	1,550
Caltrans	99	6400E	Tulare to Goshen, 6ln, SB South Seg.	4,975	0	975	0	0	4,000	0	750	4,000	0	200	25	0
Caltrans	99	6400F	Tulare to Goshen, 6ln, NB South Seg.	5,913	0	0	0	0	5,913	0	5,100	0	0	225	588	0
Caltrans	99	6423	Betty Drive Interchange improvements	16,720	11,720	0	5,000	0	0	0	6,000	0	2,120	3,108	492	5,000
Caltrans	99	6369	Tulare, 6ln, Prosperity to Ave 200	4,000	0	0	0	0	0	4,000	0	0	4,000	0	0	0
			Total	57,053	25,808	975	14,800	1,557	9,913	4,000	18,180	10,750	9,567	7,351	3,155	8,050

SOCIAL IMPACTS AND ENVIRONMENTAL JUSTICE

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

The social impacts from not building and improving the Regional Road System results in lower levels of service and more roads at or exceeding capacity. Consequences from no improvements include road deterioration, deferred maintenance, road surface failure and increased emissions. No improvements to the roads will impact residents who must drive on poorly maintained roads in the rural areas and residents who live in the cities will have to cope with more congestion. With over 3,100 miles of rural roads that are over $600 million behind in road maintenance, Tulare County faces a struggle to maintain the current system as well as to relieve congestion. The social impacts of not continuing to improve transit and active modes of transportation, such as bicycling and walking, also influence the health and well-being of the residents living in and traversing Tulare County.

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

COST

The 2014 RTP is a financially constrained document that limits the number and cost of transportation improvements that may be built over the next 20 years. All projects listed in this RTP, with the exception of Tables 3-12, 3-15 and 4-18, are projected to be fundable during the scope of this plan. Assuming the financial situation remains consistent, TCAG anticipates there will be approximately $361 million available in STIP funds through 2040. Developer impact fee programs or other local funding sources (including state disbursements to local agencies) will likely generate over $1.7 billion in revenue. Measure R is expected to generate over $1.4 billion over its 30 year life from 2007 to 2037 (see Appendix M). Sources of revenue are covered in detail in the Financial Element.

Member agencies submitted a list of other desired projects to receive future federal and state funding totaling over $2.9 billion (Tables 3-13 and 3-14). There is over $1 billion available to Transit, $189 million available in the Congestion Mitigation and Air Quality program (CMAQ) for Air Quality improvements, and $21 million available for the MPO portion of the Active Transportation Program (ATP) for bicycle and pedestrian projects.

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

PROJECT NEEDS ANALYSIS

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

Project Rankings

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

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

Once a full range of candidate regional highway and arterial projects was identified for the 2014 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 2014 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 2040 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.

Prioritization

Appendix C (2014 RTP Environmental Impact Report) provides results of the evaluation process for the candidate capacity-increasing projects to be included in the 2014 RTP. The specific methodology applied to rank the projects is as follows:

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

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

Performance Measures

The RTP Guidelines identify the requirements for "performance-based" planning. The specific requirements contained in the previous RTP are provided below as referenced in the Guidelines. TCAG reviewed the requirements and directed staff to prepare Table 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.

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

- Tulare County Regional Transportation Model;
- Tulare County Association of Governments' Regional Transportation Plan;
- Local agency plans and priorities;

- Short Range Transit Plans (SRTPs); and
- Other studies, plans, and processes.

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

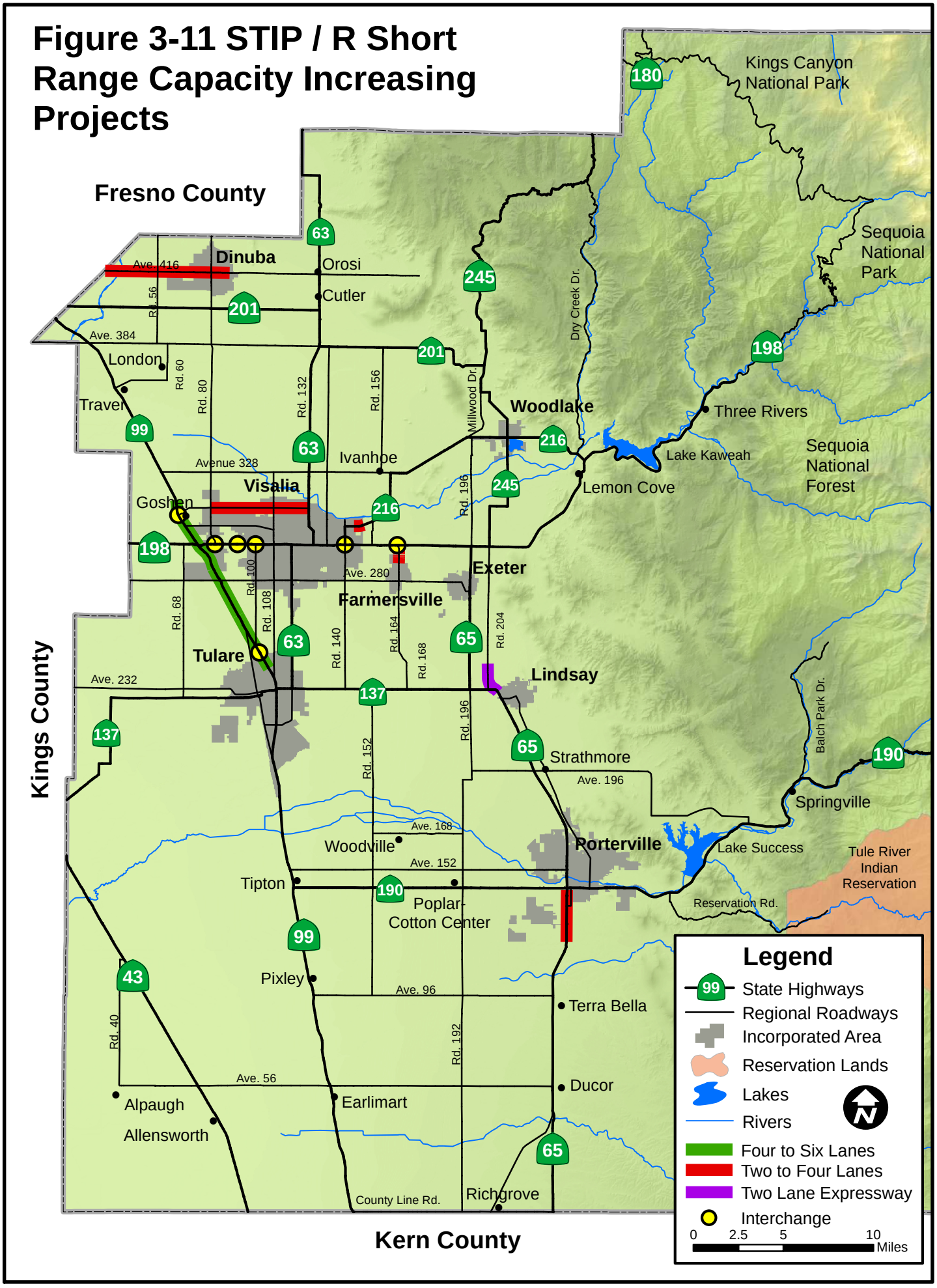
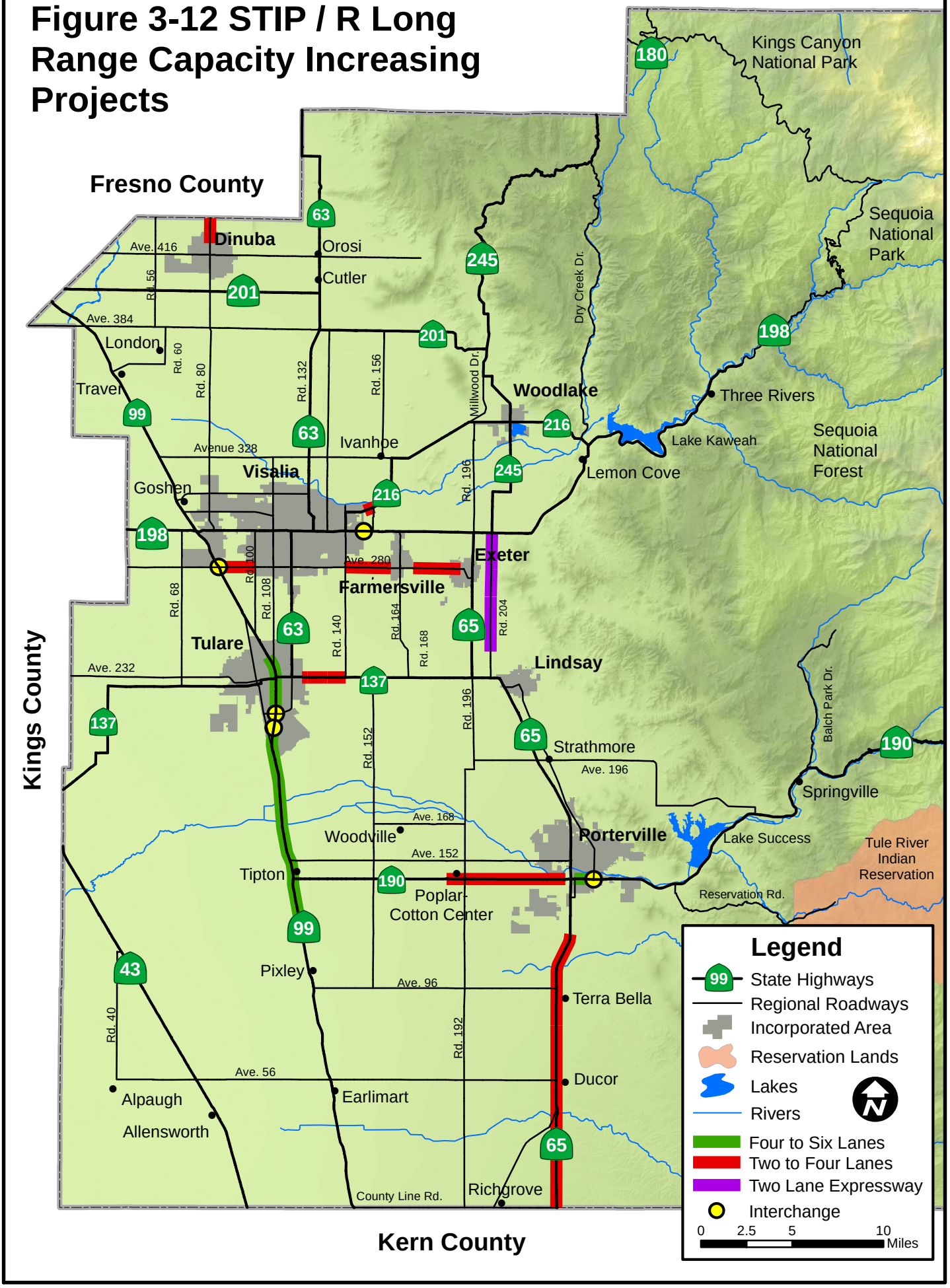


Figure 3-12 STIP / R Long Range Capacity Increasing Projects



Conformity

TCAG is required under federal law to make findings of air quality conformity for both the RTP and the FTIP before these documents are approved by federal agencies. Conformity findings must be made with the adoption of a new 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 FTIP and RTP. The project design concept and scope must be consistent with those reflected in the conforming FTIP.

The project sponsors must inform TCAG (as the region's 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 major streets and highways within the County. This report is used to update the Tulare County Regional Traffic Model, supply information for Project Study Reports (PSRs) and other corridor studies, and to monitor Level of Service (LOS) constraints along the system.

Highway Performance Monitoring System (HPMS)

HPMS is used as a transportation monitoring and management tool to determine the allocation of Federal Aid Funds, to assist in setting policies, and to forecast future transportation needs as it analyzes the transportation system's length, condition, and performance. Additionally, HPMS is used to provide data to the Environmental Protection Agency (EPA) to assist in monitoring air quality conformity, and its data are used in support

of the Biennial Report to Congress on the Status of the Nation's Highways. The HPMS program is implemented annually by the California Department of Transportation (Caltrans) for the State of California. In Tulare County, Caltrans contacts the local agencies directly for input into the annual updates. As mentioned above, for purposes of this required performance monitoring process, TCAG will request that Caltrans forward updated HPMS reports directly to TCAG for their use in monitoring the RTP.

Transit Triennial Performance Audit

TCAG is responsible for the evaluation of the performance of transit operators in the county. Through its short-range transit planning process, performance goals are analyzed and set. A performance audit is conducted triennially to determine how well the goals of each agency are being met.

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

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

The RTIP is a capital listing of STIP funded projects proposed over a five-year period in the county. 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 its draft funding allocation, consistency with the RTP, financial constraint, and the ability to make a conformity determination.

The STIP is composed of a RTIP from each county in California and the Interregional Improvement Program (IIP) from Caltrans. The **draft** 2014 RTIP **(CTC adoption is scheduled in March 2014 – after the release of the draft 2014 RTP)** includes construction and/or preliminary phase programming on SR-99 and SR-65. The 2012 RTIP projects are listed on Table 3-3A and the draft 2014 RTIP projects are listed on Table 3-3B.

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.

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 (e.g. a PSR) are required of all projects.
D. All new projects (starting with the 2008 RTIP) must be on the State Highway network.

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

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

   [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, and soundwalls. "Regional Significance" must be established. Funds not programmed in this category will be returned to Category ~~3~~ 1 for programming.

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

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

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

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

Table 3-6
Performance Measures

APPLICABLE TO:

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

ENVIRONMENTAL ISSUES

There are projects which are planned for development within the scope of the RTP. The RTP will have a completed program EIR to provide the public and the decision-makers with detailed information about a project's environmental effects. 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.

Based on findings identified in Section 6 of the EIR, projects contained in the 2014 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, bicycle, pedestrian, rail, and aviation.

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 MAP-21 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.

Aesthetics

The County is relatively flat within the San Joaquin Valley region. Tulare County cities are met on 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.

Tulare County is located in a predominantly agricultural region of central California, although the western portion of the county contains urban development such as cities, communities, infrastructure rights-of-way, and other urban uses. The eastern half of the county is generally comprised of public lands, including the Mountain Home State Forest, Golden Trout Wilderness area, and portions of the Doman Land and south Sierra Wilderness areas. Many communities are small and rural, surrounded by agricultural uses such as row crops, orchards, and dairies.

Agricultural Resources

Located in the world's richest agricultural region, Tulare County is ranked as the third 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 $6 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 re-designated as an "extreme" non-attainment area. The Valley was initially classified as serious nonattainment for the 1997 8-hour ozone standard, EPA approved Valley reclassification to extreme nonattainment in the Federal Register on May 5, 2010 (effective June 4, 2010). 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

Tulare County contains a wide diversity of tree (hardwood and coniferous forests, oak woodlands), shrub (chaparrals, coastal scrubs), and herbaceous (grasslands) habitat types. Forty-one habitat types are mapped using the California Department of Fish and Wildlife (CDFW; formerly referred to as the California Department of Fish and Game) California Wildlife habitat Relationships (CWHR) habitat classification system with Tulare County (CDFW, 2008). See the Environmental Impact Report section 4.3 which analyses biotic resources within Tulare County.

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.

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 2014 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.

FEDERAL REQUIREMENTS

Public Outreach

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 K: Public Outreach.

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

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. 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 I.

Annual Listing of Obligation of Projects

TCAG provides an annual list of projects that includes all obligated federal projects. The annual listed is posted on the TCAG website at www.tularecog.org.

Congestion Management

The Congestion Management Program (CMP) is a method of monitoring congestion on the entire transportation network and planning for ways to alleviate identified issues. Knowing where, when, and what type of congestion occurs along areas streets and roads is only part of the process. Developing a range of mitigating strategies to address any issues is the key to managing the Tulare County's growing congestion problem. This is a performance based planning process that is ongoing and required of Tulare County Association of

Governments(TCAG) as part of the metropolitan transportation planning process in areas with populations over 200,000, such as Tulare County.

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

The CMP is meant to be part of the continuing, coordinated transportation planning process that examines all aspects of the regional transportation system, such as roadway, transit, bicycle, and pedestrian options, in conjunction with local land use policies and their overall impact to a wide range of environmental and social factors. Experience has shown that metropolitan areas have not been able to build enough roads and streets to permanently eliminate congestion. Funding limitations or priorities at the Federal, State and local level have a profound impact on what congestion solutions are attempted. The most recent Federal legislation guiding the metropolitan transportation planning process now requires a continuous measurement of congested areas and requires the consideration of operational alternatives prior to new construction.

Transportation Safety

The TCAG regional project selection process since the 1998 STIP has included scoring criteria that provides an incentive for agencies to develop safety projects. The scoring criteria is based on the Caltrans safety criteria used for ranking the State of California safety projects. As specified in the Public Participation Plan, safety stakeholders are part of the public participation process. Safety stakeholders such as the CHP, Fire Department Chiefs, Police chiefs have been a part of the planning process for not only the 2014 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.

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

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

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

Under MAP-21 the Federal Transit Administration (FTA) has established the Transit Safety and Oversight Program to enforce safety standards on public transportation; all recipients of FTA funding will be required to develop an agency safety plan and certify that it meets FTA requirements. Safety funding falls under the new State Safety Oversight Formula Grant Program (FTA Section 5329).

Fiscal Constraint

The 2014 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 2014 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 2014 RTP (and prior RTPs) and are included in the goals and policies section and the EIR. Environmental mitigation activities address aesthetics, scenic resources, visual character of the existing landscape, new sources of lighting/glare, changes in land use patterns, loss of agricultural land, air quality (including point source impacts and long-term regional impacts), biotic resources, wildlife movement, historic resources, archaeological resources, paleontological resources, geology, water quality, noise, regional population growth, utilities and greenhouse gas emissions. Specific mitigation measures are detailed in the EIR. The EIR will include discussion related to the National Environmental Policy Act (NEPA) process.

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.

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. In December 2012 the City of Porterville started a fixed route service between the city and the Tulare River Reservation.

Resource Agencies

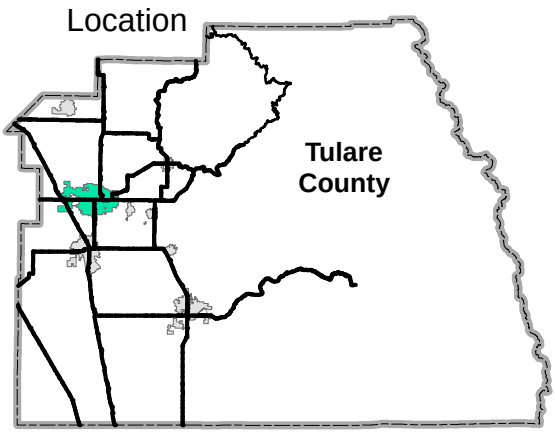
As stated previously, TCAG has already been involving the resource agencies in transportation planning for over ten years. The Environmental Advisory Committee includes the following agencies:
Sequoia National Park, Irrigation Districts, Sierra Los Tulares Land Trust, Agricultural Commissioner/Sealer, 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 April 2014 in the development of the 2014 RTP Policy Element. In addition, a list of agencies contacted in regards to the development of the 2011 RTP is included in Appendix K: Public Outreach.

Coordinated Human Services Transportation Plan

TCAG in consultation with its member agencies and regional social services created and adopted a Coordinated Human Services Transportation Plan (Appendix G). The purpose of the plan is to provide strategy to improve mobility, access to transportation, ensure the transportation needs of all Tulare County residents are met, and to satisfy the requirements of federal funding sources for coordinated transportation and positions Tulare County to receive grant funds under MAP-21. The plan created seven implementation strategies which provide guidance and outline for fulfilling needs and identifying gaps of the County's senior population, people with disabilities, and low-income populations. Under MAP-21 many grants available through the Federal Transit Administration (FTA) will have to be for projects that were derived from the Coordinated Plan.

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



Visalia

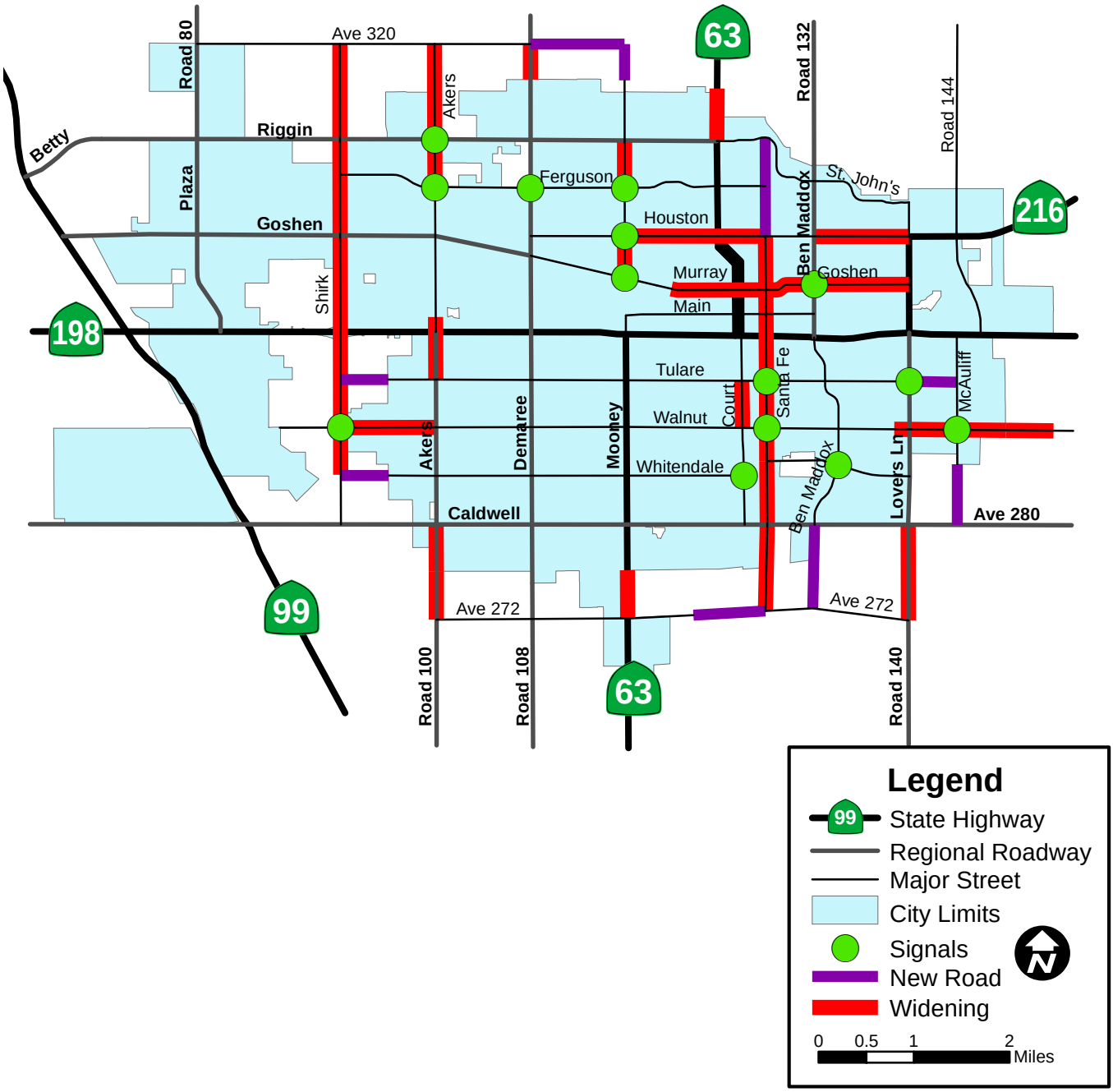
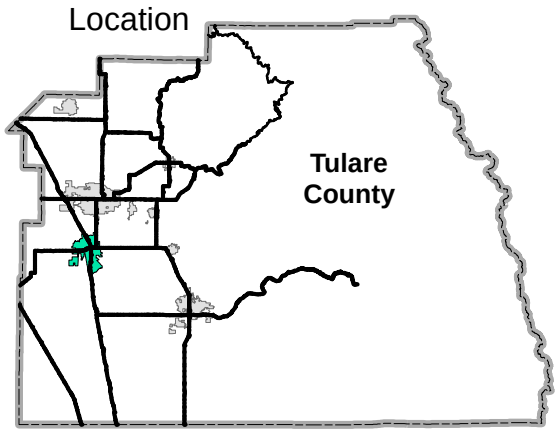


Figure 3-14
Regional Highway & Street Projects Funded by Local Agencies or Developers



Tulare

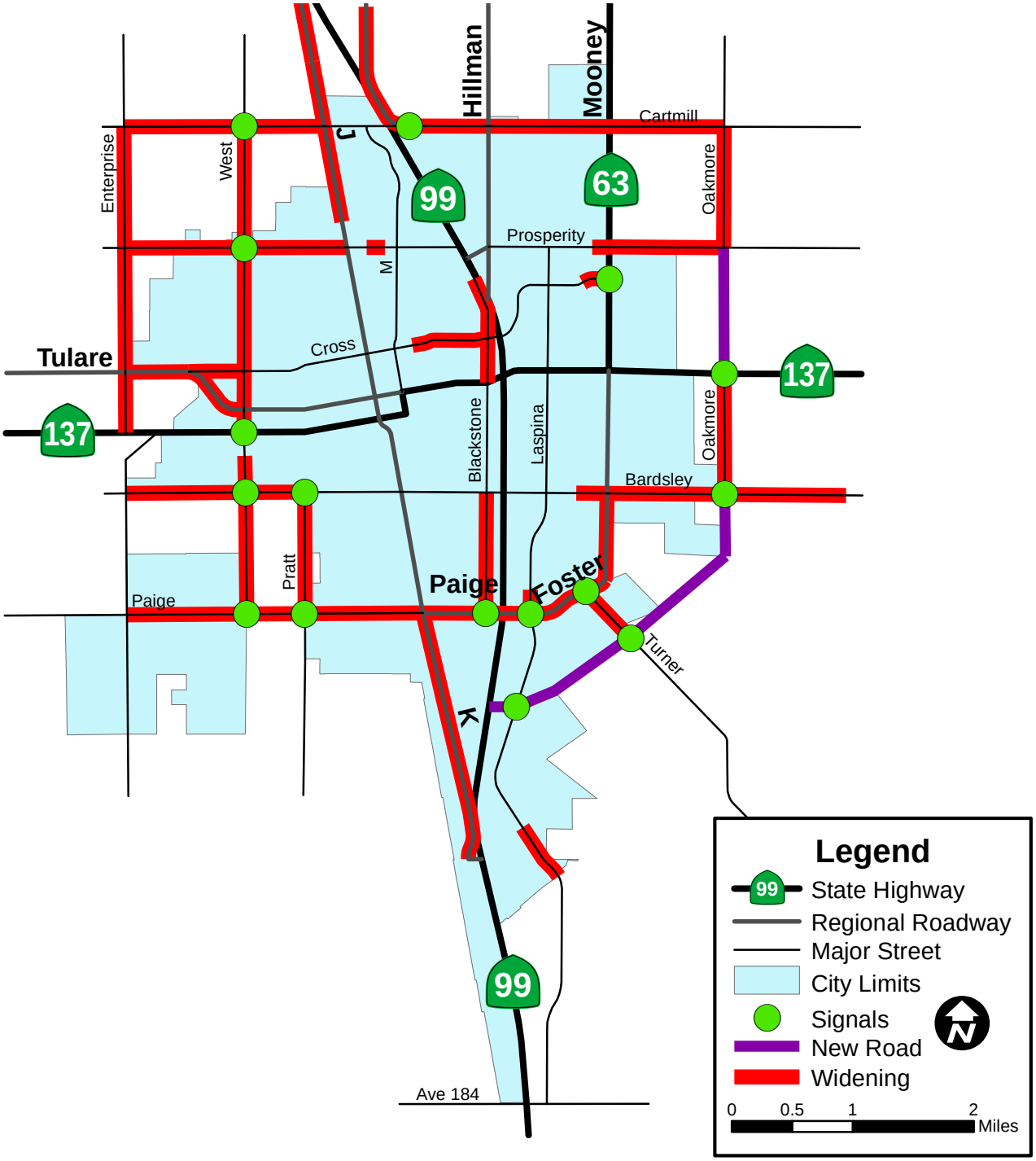
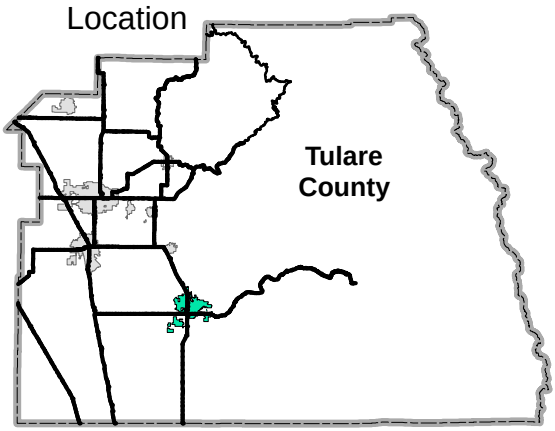


Figure 3-15
Regional Highway & Street Projects Funded by Local Agencies or Developers



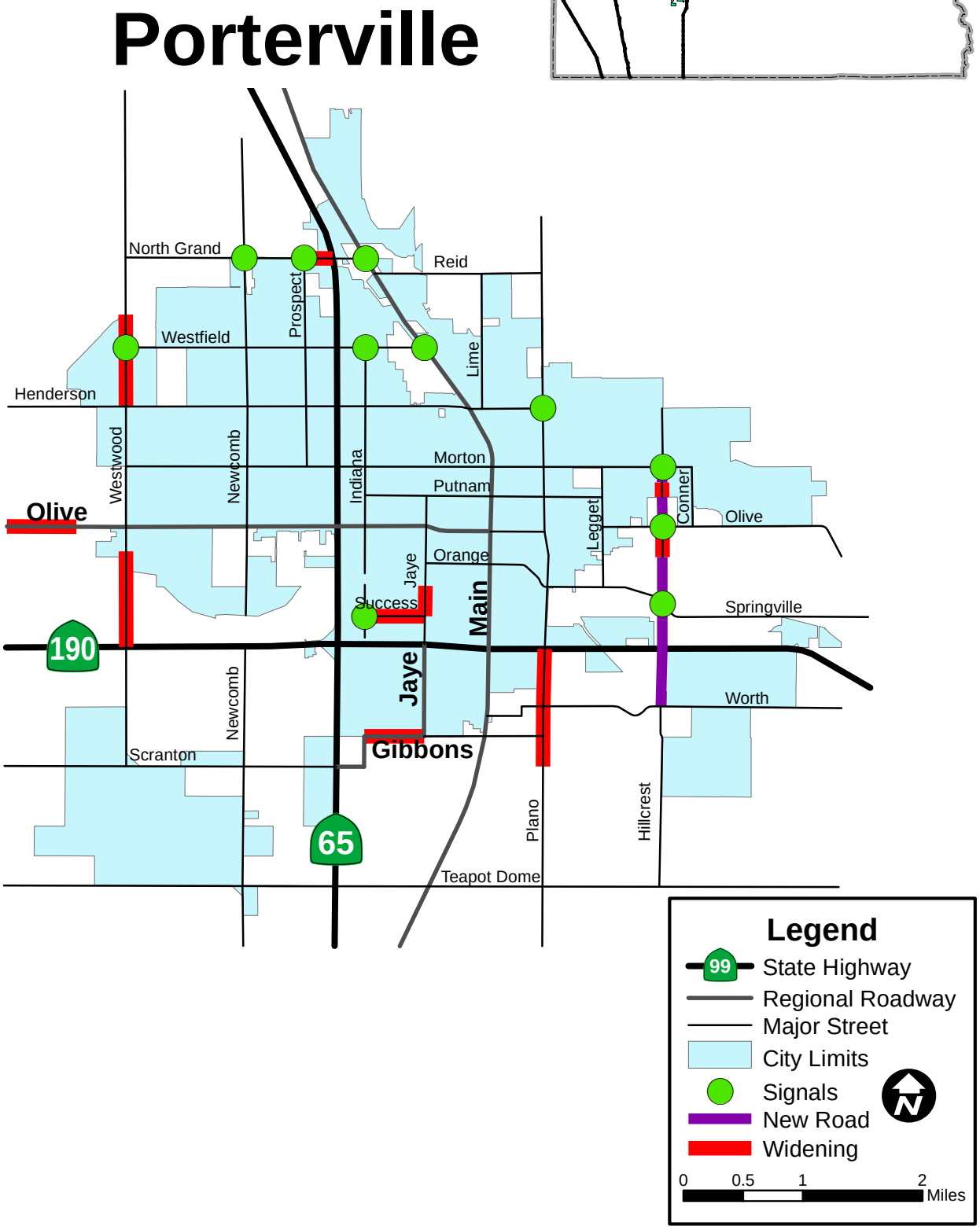
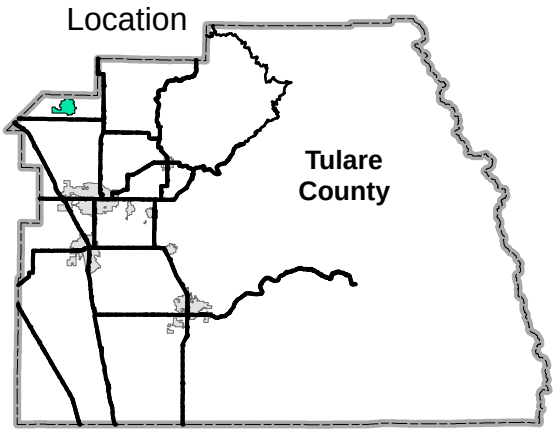


Figure 3-16
Regional Highway & Street Projects Funded by Local Agencies or Developers



Dinuba

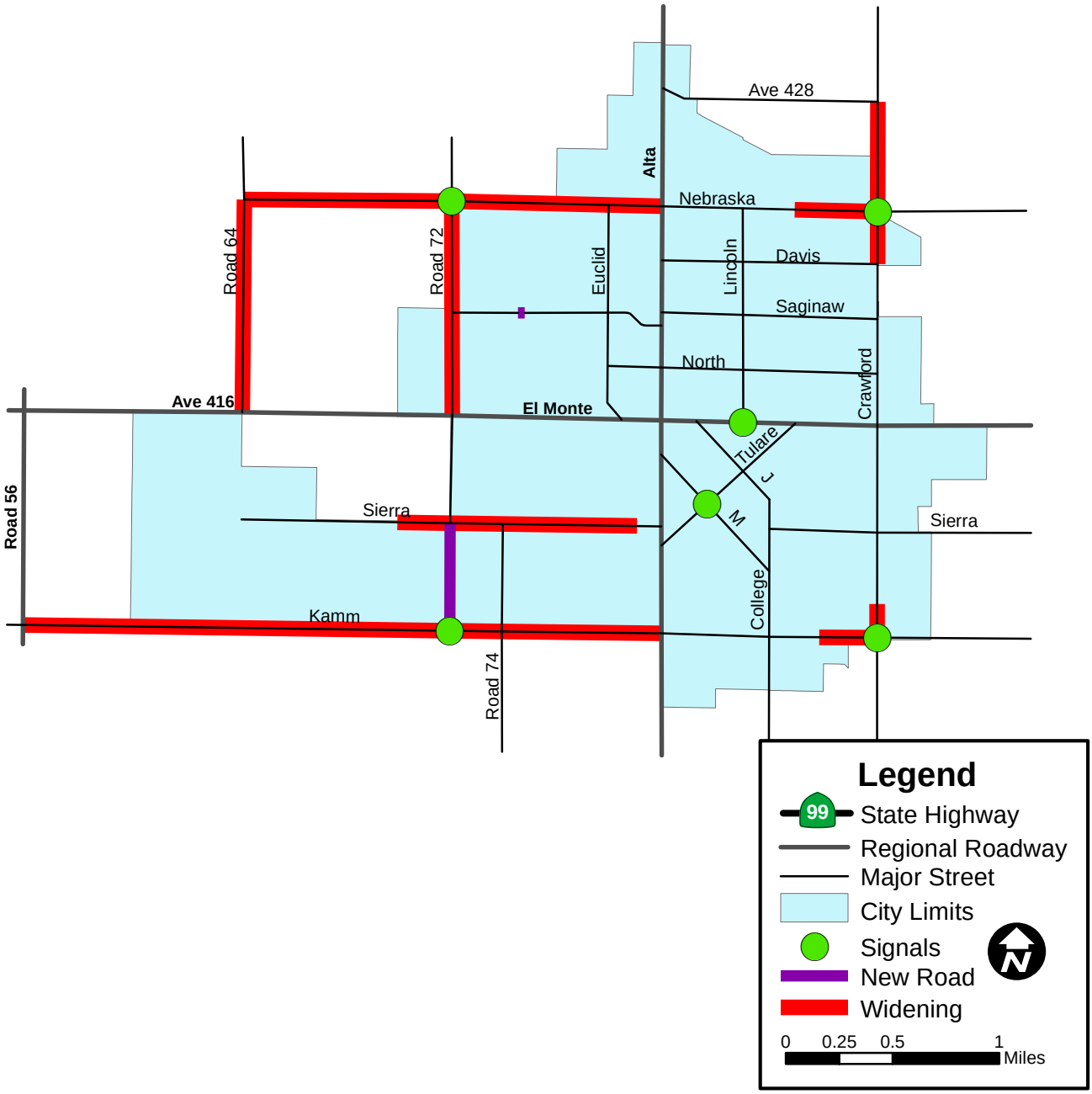
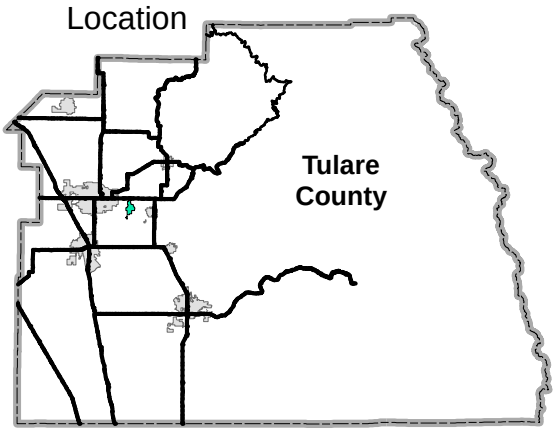
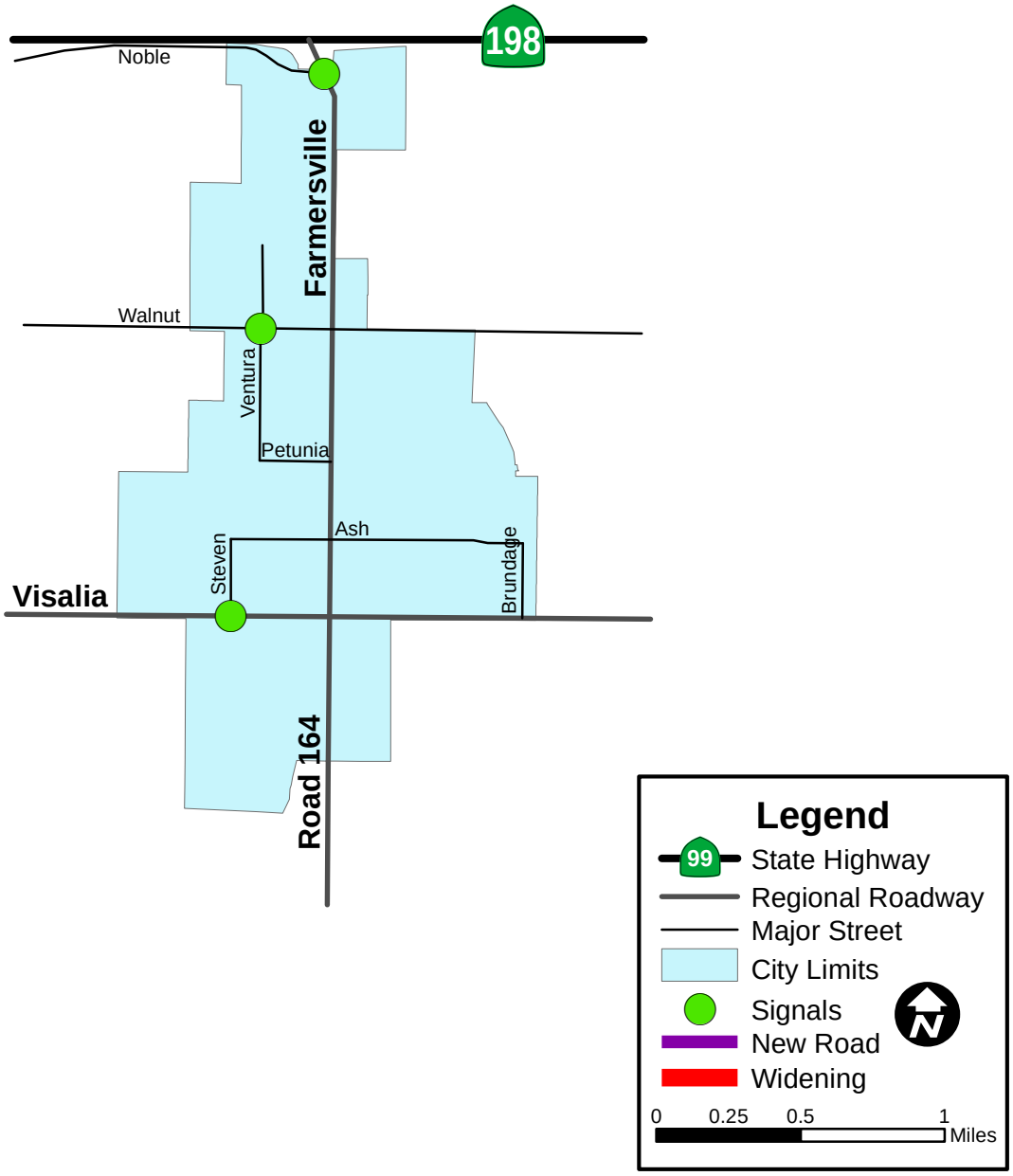


Figure 3-17
Regional Highway & Street Projects Funded by Local Agencies or Developers



Farmersville



AIR QUALITY REQUIREMENTS

State of Air Quality

▪ Causes and Sources

Tulare County is centrally located statewide, and in the southern section of the San Joaquin Valley. The San Joaquin Valley Air Basin (SJVAB) is composed of eight counties: San Joaquin, Stanislaus, Merced, Madera, Fresno, Kings, Tulare, and a large portion of Kern. These counties represent approximately 16% of California's geographic area. The 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.

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 ground-level ozone pollution a problem in the summer. These conditions, coupled with the continuing increase in population, congestion and existing agricultural production have led to significant air quality problems.

The SJVAB topography and climate are two factors that create poor air quality conditions. When an upper layer of warm air forms over the Valley, it traps cooler air along with pollutants at ground level within this natural basin, creating a temperature inversion. When there are long periods of stable air, temperature inversions form at elevations between 2,500 and 3,000 feet. Pollutants that are trapped under these inversions cannot rise and subsequently cannot be removed from the Valley through upper air circulation. Thus they remain near the Valley floor continuing to build. Contributors to the deterioration of air quality include: ambient air from 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.

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 will continue to be a problem.

Major pollutants that contribute to the Valley's non-attainment of air quality standards include: Volatile Organic Compounds (VOC), Reactive Organic Gases (ROG), Nitrogen Oxides (NO_X), Sulfer Oxides (SO_X), Ozone (O_3) and Particulate Matter ($PM_{2.5}$ and PM_{10}). There are primarily two pollutants found in unacceptably high amounts within the air basin: Ozone and Particulate Matter. Ozone is a colorless, toxic gas produced by a photochemical reaction of volatile organic compounds (VOCs) and nitrogen oxides (NO_X) in the presence of sunlight and is a major pollutant 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 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.

Particulate Matter can be traced to agricultural activities, mining, planned and unplanned fires, 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.

The Valley has made great strides in the reduction of PM_{10}. Due to reductions in wood burning, controlled construction dust, reduced agricultural burning and disking of fields, and other regulations the Valley is now classified as a maintenance area for larger particulate matter and continues to monitor those levels. Pursuant to federal law, the Environmental Protection Agency (EPA) has designated the entire Valley a non-attainment area for ozone and $PM_{2.5}$.

- Standards

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

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

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

The air quality attainment standards for ozone, carbon monoxide, nitrogen dioxide, sulfur dioxide, particulate matter, sulfates, lead, hydrogen sulfide, vinyl chloride, and visibility reducing particles are located on Table 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.

Federal and State Legislation

The Federal Clean Air Act, coupled with MAP-21, requires that the RTP integrate transportation and air quality during the planning process. The 1990 California Clean Air Act (CCAA) Amendment requires the following stipulations in order to receive federal funding:

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

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

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

Table 3 - 7

Ambient Air Quality Standards

Pollutant	Averaging Time	California Standards [1]		National Standards [2]		
		Concentration [3]	Method [4]	Primary [3,5]	Secondary [3,6]	Method [7]
Ozone (O_3)	1 Hour	0.09 ppm (180 µg/m^3)	Ultraviolet Photometry	—	Same as Primary Standard	Ultraviolet Photometry
	8 Hour	0.070 ppm (137 µg/m^3)		0.075 ppm (147 µg/m^3)		
Respirable Particulate Matter (PM10)[8]	24 Hour	50 µg/m^3	Gravimetric or Beta Attenuation	150 µg/m^3	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	20 µg/m^3		—		
Fine Particulate Matter (PM2.5)[8]	24 Hour	—	—	35 µg/m^3	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	12 µg/m^3	Gravimetric or Beta Attenuation	12.0 µg/m^3	15 µg/m^3	
Carbon Monoxide (CO)	1 Hour	20 ppm (23 mg/m^3)	Non-Dispersive Infrared Photometry (NDIR)	35 ppm (40 mg/m^3)	—	Non-Dispersive Infrared Photometry (NDIR)
	8 Hour	9.0 ppm (10 mg/m^3)		9 ppm (10 mg/m^3)	—	
	8 Hour (Lake Tahoe)	6 ppm (7 mg/m^3)		—	—	
Nitrogen Dioxide (NO_2)[9]	1 Hour	0.18 ppm (339 µg/m^3)	Gas Phase Chemiluminescence	100 ppb (188 µg/m^3)	—	Gas Phase Chemiluminescence
	Annual Arithmetic Mean	0.030 ppm (57 µg/m^3)		0.053 ppm (100 µg/m^3)	Same as Primary Standard	
Sulfur Dioxide (SO_2)[10]	1 Hour	0.25 ppm (655 µg/m^3)	Ultraviolet Fluorescence	75 ppb (196 µg/m^3)	—	Ultraviolet Flourescence; Spectrophotometry (Pararosaniline Method)
	3 Hour	—		—	0.5 ppm (1300 µg/m^3)	
	24 Hour	0.04 ppm (105 µg/m^3)		0.14 ppm (for certain areas)[10]	—	
	Annual Arithmetic Mean	—		0.030 ppm (for certain areas)[10]	—	
Lead[11,12]	30 Day Average	1.5 µg/m^3	Atomic Absorption	—	—	High Volume Sampler and Atomic Absorption
	Calendar Quarter	—		1.5 µg/m^3 (for certain areas)[12]	Same as Primary Standard	
	Rolling 3-Month Average	—		0.15 µg/m^3		
Visibility Reducing Particles[13]	8 Hour	See footnote 13	Beta Attenuation and Transmittance through Filter Tape	No National Standards		
Sulfates	24 Hour	25 µg/m^3	Ion Chromatography			
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m^3)	Ultraviolet Fluorescence			
Vinyl Chloride[11]	24 Hour	0.01 ppm (26 µg/m^3)	Gas Chromatography			

See footnotes on next page …

Table 3-8 San Joaquin Valley Air Basin Ambient Air Quality Standards and Valley Attainment Status

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

Source: SJVAPCD http://www.valleyair.org/aqinfo/attainment.htm (Accessed March 2014)

TRANSPORTATION MANAGEMENT TOOLS AND CHOICES

Transportation Demand Management (TDM)

Transportation Demand Management (TDM) strategies work through changing human behavior, including how people travel to work, school, shopping, and other services. Transit systems, bicycles, and vanpools are a priority with the state and county in reducing congestion. 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 its 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 member of the California Vanpool Authority (CalVans). CalVans is a service that provides vanpooling vehicles to people who work in various places where public transit may not go, such as to agricultural field working locations. Through outreach and education, TDM strategies can be implemented and utilized in the circulation system. However, in order to change traveling habits, employers must suggest and enable transportation alternatives that will accommodate the elimination or reduction of single vehicle occupant trips. Some of the TDM strategies TCAG participates in or encourages include the following techniques:

- rideshare programs;
- transit usage;
- flex hours;
- emergency ride home programs;
- vanpools;
- bicycling & walking, including providing bicycle storage;
- telecommuting
- economic incentives;
- regulatory parking spaces;
- locker rooms and showers;
- satellite work stations; and
- subsidize transit cost

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 128,443 in January 2013 (Department of Finance), has the highest peak hour congestion in the County. The City of Tulare has a population of 61,199 in 2013. Trips generated between residence and employment in Visalia and Tulare contribute to the congestion on the SR-63 (Mooney Boulevard) and the Demaree/ Hillman Corridors during peak hours. Both of these corridors have been widened to accommodate congestion and will require further monitoring in the future. The City of Visalia continues to experience traffic congestion with a hand-full of city streets having a LOS of "F" during peak hours. The City of Porterville, with a population of 55,490, is also beginning to show signs of congestion on portions of the street network. The regions in the county have the highest potential to experience severe traffic congestion and are prime candidates to utilize TDM strategies. TCAG currently encourages these cities to study TDM strategies and take advantage of available programs to implement such strategies in their communities. One TDM that TCAG encourages participation in is Rule 9410 Employer Based Trip Reduction, or eTRIP, adopted by the San Joaquin Valley Air Pollution Control District.

Transportation Control Measures (TCMs)

Transportation Control Measures (TCMs) are also being utilized to reduce vehicle trips, improve air quality, and relieve congestion. The SJVAPCD in compliance with the California Clean Air Act (CCAA) to reduce vehicle trips are enforcing the TCMs. Listed in the appendix under the Air Quality Conformity findings 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 5305, 5307, 5309, 5310, 5311, and 5316), various state and regional sources of funding such as the Bicycle Transportation Account, Heavy-Duty Motor Vehicle Emission Reduction Incentive Program, REMOVE II, and eligible local sales tax funds.

Transportation System Management (TSM)

Transportation System Management (TSM) is designed to identify short range, low cost capital projects that improve 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 SJVAPCD and state to meet air quality standards and congestion management levels-of-service. TSMs are used in coordination with TDMs and TCMs to improve the local and regional environment. Additional population concentrations and accelerated residential, commercial and industrial development will result in more automobiles within urban areas. Additional industrial and commercial development may result in increased emissions at and near such sites.

The Cities of Visalia, Tulare, Dinuba and Lindsay have the most congested corridors (or segments of corridors) in Tulare County and are candidates for TSM strategies. Based on the 2013 CMP Annual Monitoring Program, the following are presently experiencing traffic congestion with some streets or highways operating at capacity (LOS F):

- Caldwell Avenue east of SR 63 (Mooney Boulevard).
- Plaza Drive north of SR 198
- a portion of El Monte Avenue west of Alta Avenue in the City of Dinuba;
- a portion of Avenue 416 west of the City of Dinuba;

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

- 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
-

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

TCAG encourages the following TSM strategies in the 2014 RTP:

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

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

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

Intelligent Transportation Systems (ITS)

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

An Urbanized Area ITS Plan was developed in 2001 for the Visalia Urbanized Area. The update of this plan is scheduled for 2015 and may include additional cities in Tulare County.

Public Transit

An inexpensive and clean 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. TCAG will be leading the development of the first-ever Tulare County Regional Long Range Transit Plan. The plan will begin in late 2014.

Aviation

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.

Active Transportation

Non-vehicle modes of transportation in Tulare County are also called Active Transportation. Active Transportation includes pedestrian walkways and bikeways. As discussed previously, in Tulare County's populated centers, bicycle commuting is a viable transportation alternative. This is due to the generally flat topography and the moderate year round climate 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 2014. The Plan will address bicycle safety, bicycle facility needs, regional priorities, and financial needs for bicycle improvements in Tulare County.

Goods Movement

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.

New Technologies

TCAG has encouraged retrofitting and/or replacing heavy duty diesel engines with either the newest cleaner burning diesel technology or Compressed Natural Gas (CNG) in public vehicles and fleets. Congestion Mitigation & Air Quality (CMAQ) funds are available to offset the cost of these replacement engines that will work to improve air quality. As CNG becomes more available to the consumer, TCAG has encouraged the purchase and use of CNG vehicles. The County, Cities of Porterville, Exeter, Tulare, Dinuba, and Visalia currently run a majority of their active public transit fleet with CNG vehicles and have their own CNG stations, many of which are open to the public. The City of Visalia is currently using electric trollies downtown to link patrons to the shopping area. TCAG, the City of Visalia, and others are evaluating electric vehicle infrastructure development in the region. 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.

IMPLEMENTATION BY TRANSPORTATION TYPE (MODE)

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

Highways, Streets, and Roads

The purpose of the highway, streets and roads section is to identify the existing regional circulation system and determine both feasible short-term and long-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).

- Corridor Preservation

Caltrans and the Tulare County region will be placing more emphasis on corridors as an important element of the transportation system. The analysis of the regional circulation system in this 2014 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 2014 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.

- Interregional Connectivity

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 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 By way of Proposition 1B funds, and other local and state funds, the SR-198 corridor has been widened between the cities of Visalia and Hanford. Segments of SR-99 have begun widening at the north end of Tulare County. TCAG will continue to move forward on these major projects, in close partnership with Caltrans and neighboring jurisdictions.

Public 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 coordinate with Visalia Transit to provide a feeder bus linking Visalia from the city's transit center with the Hanford Station in Kings County. Public transportation in Tulare County also takes the form of shared-ride 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 and fixed route deviation are 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, and mental health organizations and programs for citizens with disabilities. TCAG reaches out to transportation providers identified in the Coordinated Transportation plan and ensures that calls for projects are communicated with social service providers. Many of these programs are funded and subsidized through state and federal grants, 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 Plans
- 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 and coordination;
- Proposed improvements for transit services
- Passenger rail project priorities
- Responsible agencies

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 transit fleet is currently 100% CNG powered. Dinuba's active transit fleet is currently 100% CNG powered. Tulare County is in the process of building and 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, Porterville, and Dinuba have purchased Super Ultra Low Emission vehicles to promote clean air practices in Tulare County.

The City of Visalia has completed their 2013 Short Range Transit Plan. The City is working on their Long Range Transit Plan (2014). The Cities of Porterville and Woodlake have completed short-range transit plans in the form of a five-year Transit Development Plan (TDP) funded through Federal Transit Administration planning funds and Caltrans Planning grants. The Cities of Exeter and Tulare are currently in the process of updating their transit plans with an anticipated adoption in the middle 2014; the plan is funded by a Caltrans Planning Grant. The City of Dinuba and the County of Tulare are also in the process of updating their TDPs with anticipated adoptions in 2014; the plans are being funded by Federal Highway Administration (FHWA) Metropolitan Planning funds. The TDP's serve as a short-range transit plan that is to be updated at least every five years for cities that operate fixed route transit or demand responsive service. The incorporated City of Lindsay and small rural communities like Matheny Tract and Tooleville that do not operate transit are served by neighboring transit providers. The City of Visalia's urbanized area encompasses many communities including: Goshen, Ivanhoe, Farmersville, Exeter, and other community clusters.

Long Range Transit:

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

Improvements to infrastructure supporting transit shall include, but not be limited to: Transit centers, transfer centers, regional operations centers, CNG Stations, electric charging stations, fleet specifications and ranges for all providers, technology needs and upgrades needed. A comprehensive Tulare County Regional Long Range Transit Plan shall spell out the goals for the future of transit in Tulare County. It is anticipated to be completed in late 2015 or early 2016.

Tulare County Area Transit (TCaT)

Tulare County has the largest land area to cover of all the transit providers in the County. The following is a summary of Tulare County's public transit system including a brief overview of the operations, fares, schedules, and short-range transportation development plans:

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 9 different fixed route services and provides a local dial-a-ride program between communities.

Coordination and Schedules:

TCaT offers four inter-city routes that operate seven days a week, one local circulator route that operates Monday through Saturday, and four other local circulators that operate Monday through Friday. Transit services are contracted through MV Transportation as of 2014. The routes cost $1.50 (one-way) for regular fares. Seniors (60 & older), disabled, and medicare cardholders pay a fare of $0.75 between the hours of 9 AM and 3 PM. TCaT's routes consist of the following:

- The North County Route (Route 10) includes Dinuba, Sultana, Orosi, East Orosi, Cutler, Yettum, Seville, the Justice Complex and Visalia and runs seven days a week.

- The South County Route (Route 20) includes Tulare, Matheny Tract, Tipton, Pixley, Teviston, Earlimart, Richgrove and Delano and runs seven days a week.

- The Northeast County Route (Route 30) includes Visalia, Lemon Cove, Three Rivers, Woodlake, and Ivanhoe and runs seven days a week.

- The Southeast County Route (Route 40) includes Visalia, Tulare, Lindsay, Strathmore and Porterville and runs seven days a week.

- The Northwest County Route (Route 50) includes Dinuba, London, Traver, and Delft Colony and runs Monday through Friday.

- The Lindsay-Plainview-Woodville Route (Route 60) which serves the above named towns and runs Monday through Friday.

- The Porterville-Springville Route (Route 70) which runs Monday through Friday.

- The Porterville-Terra Bella route (Route 80) runs Monday through Friday.

- The Woodville, Poplar, Porterville Route (Route 90) runs Monday through Friday.

TCaT also offers a Dial-A-Ride Service for $2.25 (one-way) for regular fares. Seniors (60 & older, Disabled, Medicare Cardholder using demand-response services pay $1.50. Monday through Friday in the following areas:

- Rural Dinuba, Sultana, Monson, Cutler, Orosi, East Orosi, Yettem, and Seville.

- North Patterson Tract, Lindsay, Toneyville, Tooleville.

- Pixley, Tipton, Teviston, Earlimart, Alpaugh, Allensworth, Richgrove.

- Rural City of Tulare, Waukena.

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:

As of 2014, TCaT 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 19 CNG vehicles all which range from 5 years old to the current year . In 2013 TCaT received 4 new cutaway CNG vehicles and TCaT has received a CMAQ grant for two additional buses. All buses are equipped with wheelchair lifts and bicycle racks on the front of the bus. Maintenance and storage of these vehicles is the responsibility of MV. The 2008 Tulare County Transit Development Plan (TDP) in conjunction with the Tulare County Transit Infrastructure Plan have a scheduled fleet management plan. The Tulare County TDP was undergoing revision at the time of the adoption of this RTP and will be adopted in 2015.

Figure 3-20A Tulare County Transit Routes

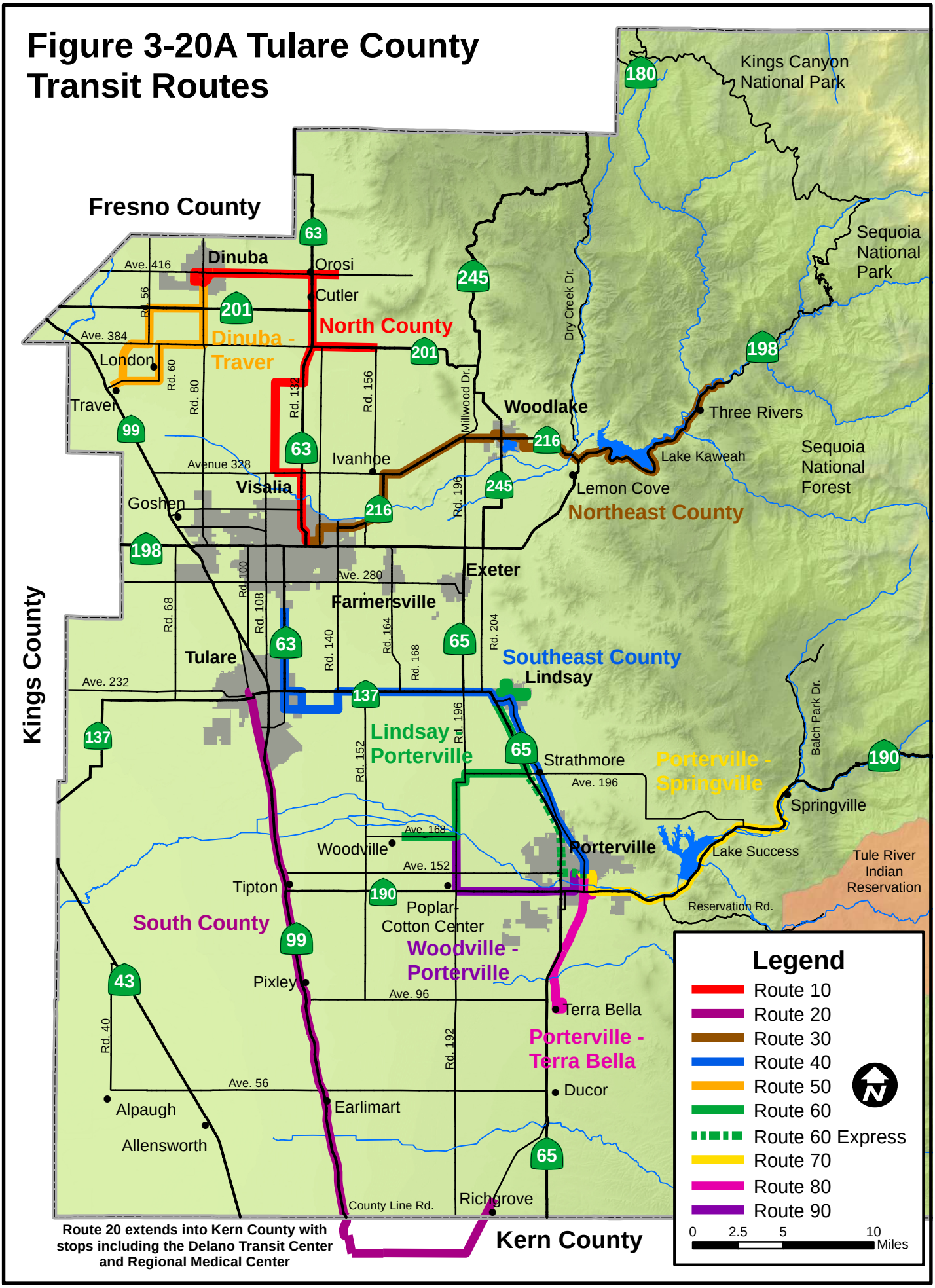
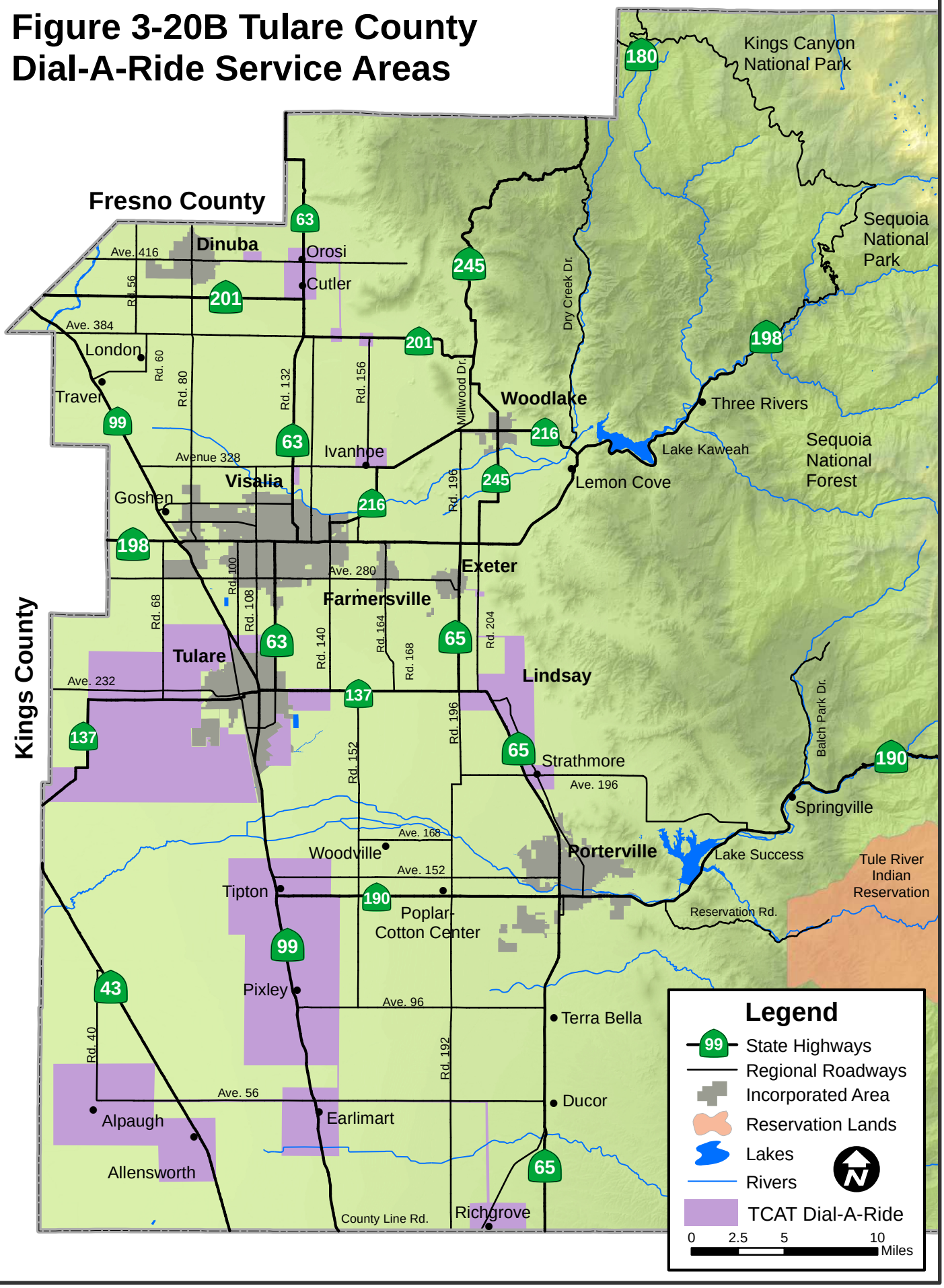


Figure 3-20B Tulare County Dial-A-Ride Service Areas



Visalia Transit

Visalia Transit, operated by MV Transportation for the City of Visalia as of 2014, is a transit service that operates both fixed route and demand response service within the Visalia Urbanized Area. Visalia Transit originally known as Visalia City Coach (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 Visalia Transit system is a natural product of community population growth and change. Initiated to meet the basic mobility needs of the transit dependent population, Visalia Transit has evolved into a comprehensive system designed to meet a variety of travel needs. By adapting transit services in response to changing demand, Visalia Transit has had consistent growth in recent years.

After a period of decreased ridership in the early 2000s, ridership again increased beginning in FY2004/05 to a record level in FY2012/13 to a total of 1,951,909 annual riders (Table 3-9.1). In 1998, Visalia Transit 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, Visalia Transit 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 a ride	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
09/10	1,428,181	33,180	57,434	1,518,795
10/11	1,561,328	36,064	26,569	1,623,961
11/12	1,737,093	40,896	31,537	1,809,526
12/13	1,824,657	37,646	25,980	1,951,909

Coordination and Schedules:

Visalia Transit operates 11 bus routes from 6:00 a.m. to 9:30 p.m. Monday through Friday and weekends between 8:00 a.m. to 6:30 p.m. In addition to the regular fixed route service, the Visalia Towne Trolley serves downtown Visalia. 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. The City of Visalia completed the transit center expansion in 2011. The transit center expansion was paid for by American Recovery and Reinvestment Act (ARRA) funds. Most of their routes meet at the transit center for transfers between routes and other systems. Other transfer stops are located throughout the City. In addition to Visalia Transit operates routes connecting to and from the TCaT, Kings County, TIME, 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. Visalia Transit 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. Visalia and Tulare have partnered in providing an

express route between Visalia and Tulare every 30 minutes with the Route 11x via State Route 99.

Operations:

Visalia Transit is currently 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).

All Visalia Transit vehicles are equipped with wheelchair lifts. Seating capacities range from 30 to 37 passenger vehicles on fixed routes. The Visalia Transit Fleet consists of 49 vehicles. Of their active vehicles, 90% of the fleet is CNG. The City of Visalia plans on purchasing 6 new Dial a Ride vehicles in 2014, and 6 new fixed route vehicles in 2016. As funding becomes available, the City of Visalia would like to expand their existing fuel station. Visalia currently utilizes their own station, as well as the Visalia Unified station and the Tulare County Road Yard.

The Visalia Transit Dial-A-Ride is the demand responsive element of the Visalia Transit 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. The Dial-A-Ride system operates the same hours as the fixed route system.

The Visalia Transit Downtown Trolley operates on a circular continuous fixed route through the Downtown Visalia area. There are a few trolleys used to sustain this service on 30 minute headways.

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 Transit has developed a close working relationship with the City's Disability Advocacy Committee. This effort has lead 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 Visalia Transit to comply with all requirements of the 1990 Americans with Disabilities Act (ADA).

Short Range Transit Plan:

The most recent Short Range Transit Plan was completed in 2013. Major emphasis is placed on performance and accessibility 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

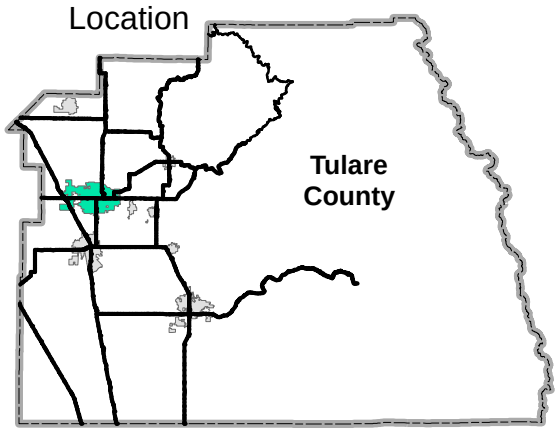
specialized service to meet ADA mobility requirements and the mobility needs of those who are elderly and persons with disabilities.

Suggestions and the result of Plans have resulted in providing more service in North Visalia and in the Southeast portion of Visalia. The Plan also looked at how to best access the Visalia Transit Center and COS in Visalia and Tulare. The Plan identified the low performance of the Trolley and made recommendations to scale back services to peak-hour only services. The Plan also recommended that general transit fares be raised to meet rising costs. The COS program was identified as ensuring that revenues generated for the program covers all the expenses of providing service. Additional Route and frequencies should also be analyzed constantly to ensure the system is meeting the need of its passengers.

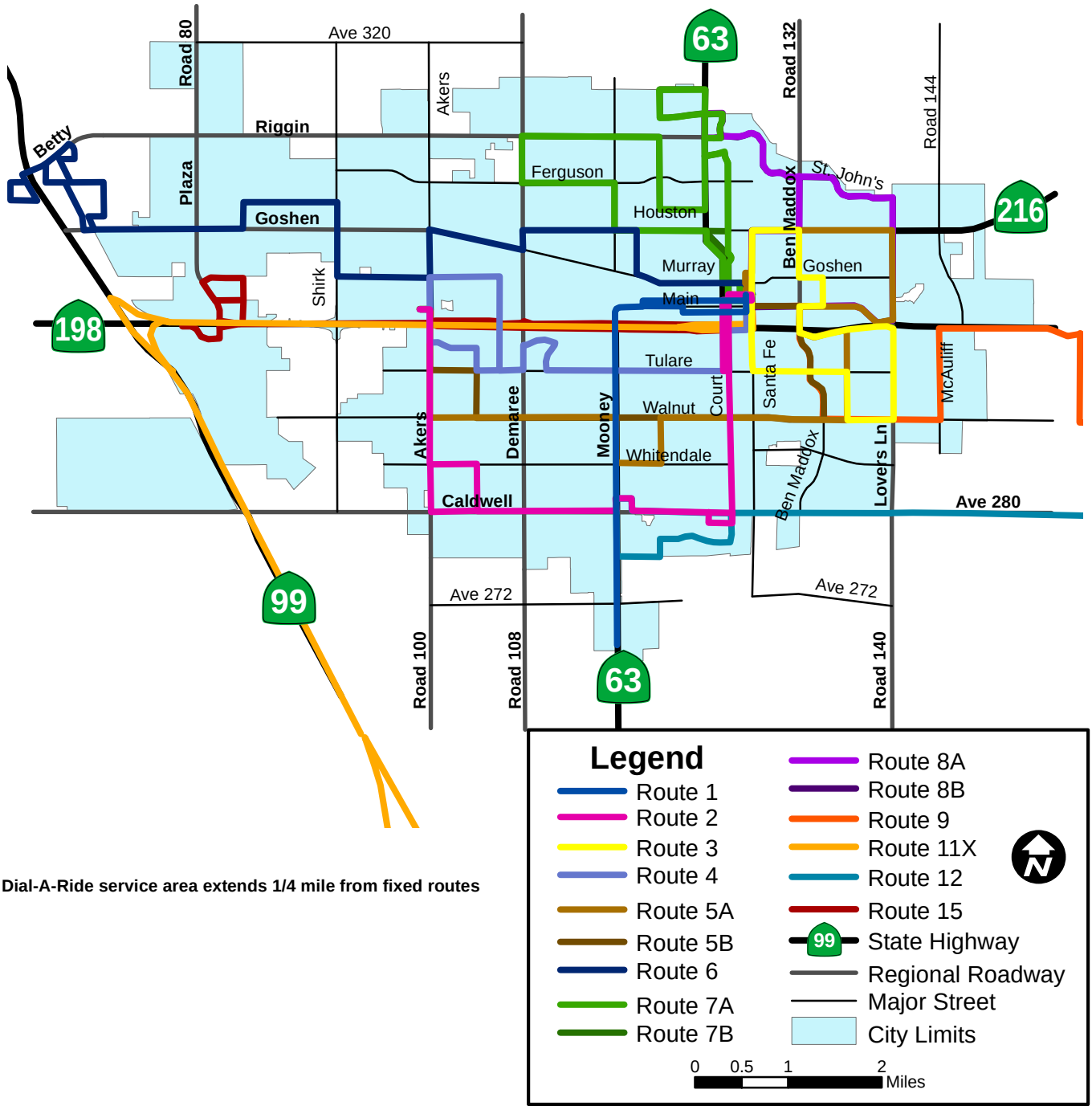
Long Range Transit Plan:

The City of Visalia's completed a 25 year Long-Range Transit Plan in the fiscal year 2000. The new long-range Transit Plan is being developed. The Long Range Transit Plan should be completed in the Fall of 2014 or the Spring of 2015. 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 2030.

Figure 3-22D
City Operated Local Transit Service Areas



Visalia



Dial-A-Ride service area extends 1/4 mile from fixed routes

Tulare Intermodal Express (TIME)

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 neighboring communities. The City of Tulare also provides intercity service to the City of Visalia via Route 11x. TIME operates 6 routes in addition to route 11x.

The City of Tulare became designated as a large urban area, combined with Visalia's urbanized area. As the City of Tulare transitions from an FTA 5311 recipient to an FTA 5307 recipient, the recent demands for expansion of services will be fulfilled. In the Fall of 2013, TIME will begin operating later evening service hours.

Ridership on TIME Dial-A-Ride has seen a gradual decrease in demand as passengers have migrated to the less costly fixed route service. TIME Fixed Route ridership has seen a steady increase as gas prices have risen, and the demand for transit services in Tulare County have increased. It is anticipated as TIME's system continues to grow, ridership will follow.

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
2009/10	352,320	27,477	379,797
2010/11	406,497	22,367	428,864
2011/12	420,950	18,204	439,154

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 Visalia Transit 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. in 2014 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.

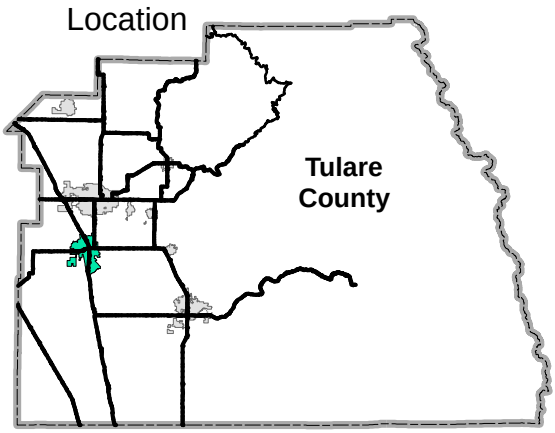
Short Range Transit Plan:

The Tulare Short Range Transit Plan is being developed during the 2013/14 fiscal year. This Short Range Transit Plan will analyze the needs of the transit system as it transitions from a rural transit provider to a large urban transit system. The Plan will be used as a 5 year planning document to guide the growth and development of TIME.

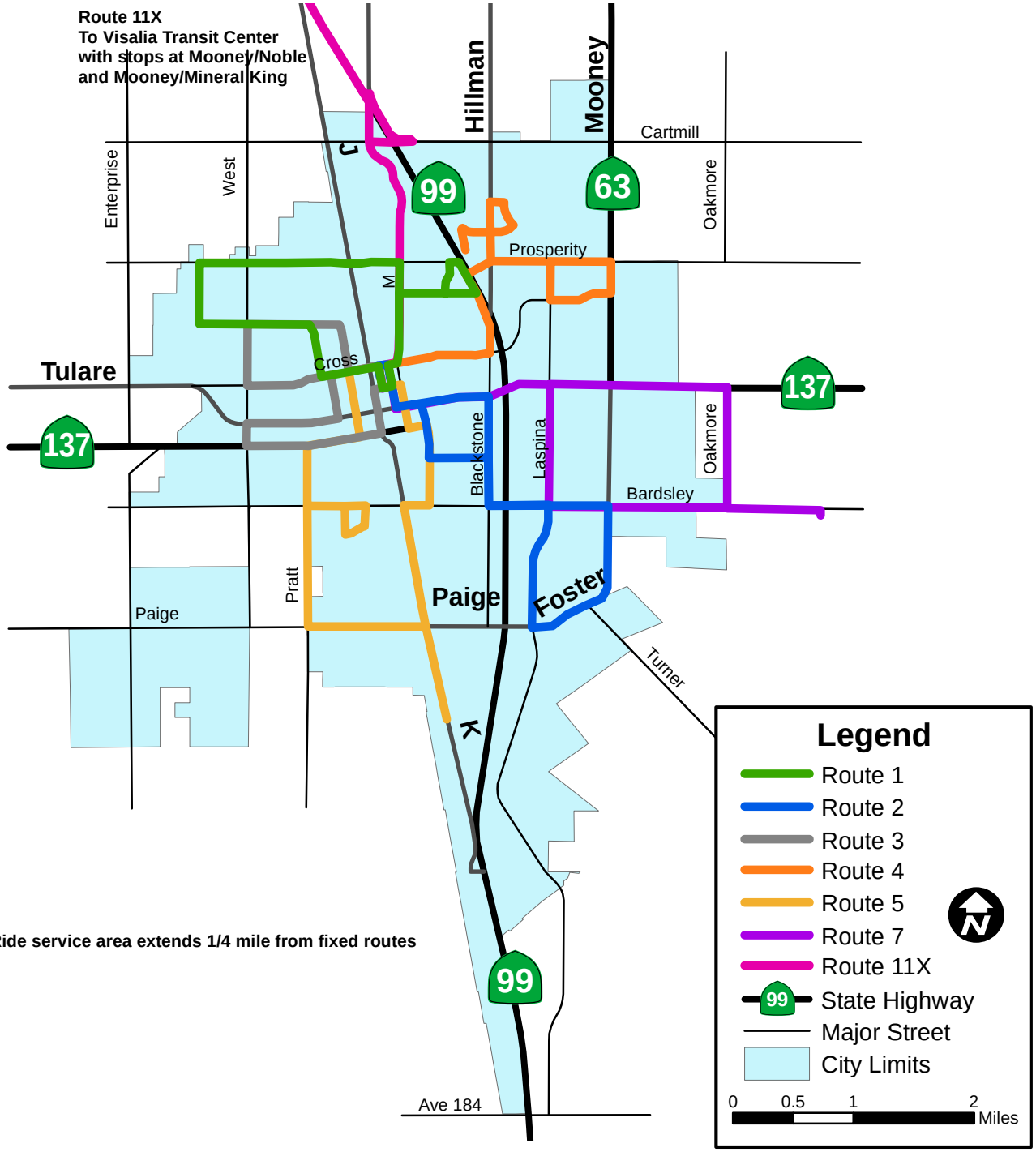
Long Range Transit Plan:

Tulare Transit will work to be built in accordance with its General Plan. As development occurs, Tulare will integrate transit into developments and redevelopments.

Figure 3-22C
City Operated Local Transit Service Areas



Tulare



Dial-A-Ride service area extends 1/4 mile from fixed routes

Porterville Transit and Porterville City Operated Local Transit (COLT)

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 3 CNG 15-passenger buses and Porterville COLT's backup fleet consists of 2 gasoline 5-passenger mini-vans. The fixed route service which began in July 1997, currently operates with 9 CNG 28-passenger buses with 4 diesel 28-passenger buses and 1 gasoline 20-passenger trolley. Porterville has 2 CNG 28-passenger buses on order. A delivery date is scheduled for December 2013.

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
09/10	498,520	15,784	513,704
10/11	437,041	14,078	451,119
11/12	492,714	13,168	505,882

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 Dial-a-COLT, Porterville transit ticket sales and general information. The Porterville transit center also connects with regional bus service carriers including Orange Belt Stages and Tulare County Area Transit also stop at the Transit Center.

Coordination and Schedules:

The Porterville Transit and Dial-a-COLT systems operates from 7:00 a.m. to 10:00 p.m. Monday through Friday, and weekends between 9:00 a.m. and 5:00 p.m.. The system operates on forty-minute headways. Service was expanded upon recommendations by the City of Porterville's 2012 Short Range Transit Plans. The system expanded from a Saturday only service to a weekend service, and service hours were extended 3 hours later during the week.

Operations:

Daily operations and management of transit services in Porterville 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. Porterville Transit renewed their contract with Sierra Management in 2012 and is contracted with them through June of 2017, with one 5 year extension. 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 system, planning, marketing, contract administration, report preparation, grant management, and staff liaison with TCAG, Caltrans and the Federal Transit Administration.

Short Range Transit Plan: Porterville transit constructed its CNG fueling facility in September of 2010, the CNG fueling facility includes 2 public fast fill stations and 15 slow fill stations. In Fiscal year 2013/14 Porterville will be expanding their CNG fueling facility by adding 25 additional slow-fill stations.

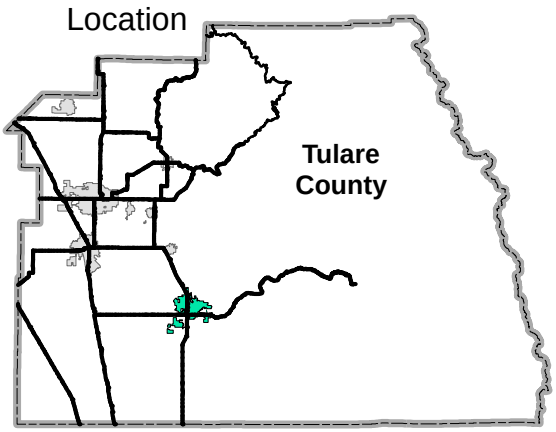
Porterville Transit has recently introduced many new transit technologies. In fiscal year 2012 they implemented GFI Electronic fareboxes. In 2013 smart card fare paying technology was implemented as well as RouteMatch partransit automated dispatching software and fixed route scheduling software and Routematch real-time bus arrival software (Routeshout). In the next two years, Porterville transit plans to implement an automated passenger information Busline, a Routematch paratransit notification software (automated trip reminders, emergency notifications, and transit information), transit signal priority installations on route 1, 2, 3 and 5.

Long Range Transit Plan: The City of Porterville, in conjunction with Tulare County Area Transit, Porterville Sheltered Workshop, and other social service transportation providers looked at how to best coordinate transit services in Southeast Tulare County. It was determined that services should avoid being overlapped and should be consolidated where feasible.

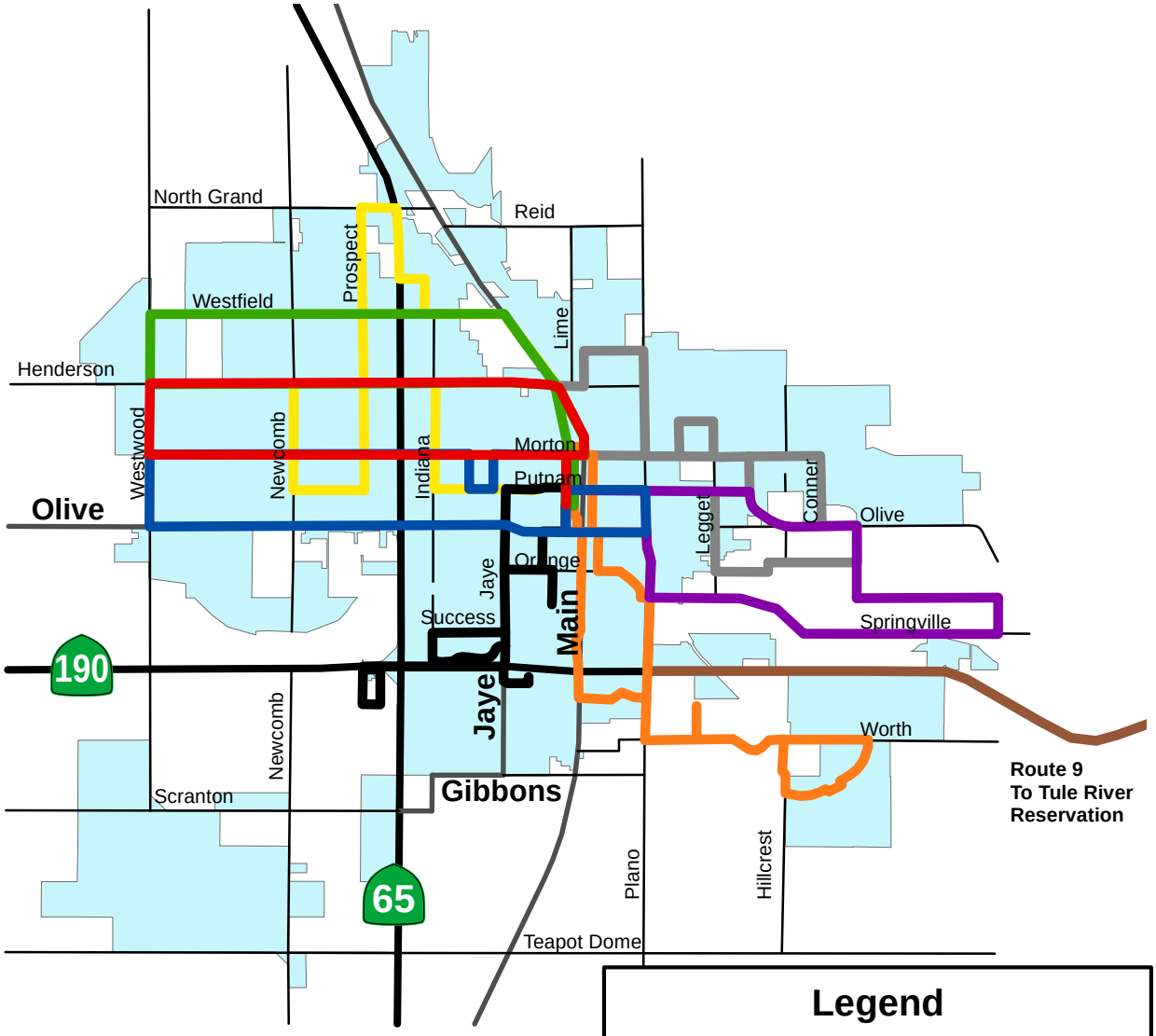
Porterville transit has plans to install new bus stop signs and passenger information kiosks throughout the City and at the transit center. Porterville also plans to expand the CNG fueling facility to better service the City of Porterville and the community. Porterville plans to install solar powered lighting at bus stops and bus shelters in Porterville. Over the next few years, Porterville Transit plans to acquire many more transit vehicles and increase frequencies on some of many of the routes to 20 minute headways. Porterville Transit plans to implement

self-serve fare kiosks around the city, expand the transit center, and implement service to the Porterville Airport and Sports Complex.

Figure 3-22B
City Operated Local Transit Service Areas



Porterville



Legend

- Route 1
- Route 2
- Route 3
- Route 4
- Route 5
- Route 6
- Route 7
- Route 8
- Route 9
- 99 State Highway
- Major Street
- City Limits

0 0.5 1 2 Miles

Dial-A-Ride service area extends 1/4 mile from fixed routes

Dinuba Area Regional Transit (DART)

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 a flex route service that combines two fixed routes with a dial-a-ride component, a fixed route trolley (Jolly Trolley), and a regional fixed route service (Dinuba Connection). A private contractor, MV Transportation, has been providing the DART service to Dinuba since 2006 and is the current provider in 2014. 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 23,082, with eight vehicles owned by the City, all of which are active on a rotating basis. The flex route service carried 61,161 passengers in FY 2012/13 (53,151 passengers on the fixed route and 8,010 on dial-a-ride). The Jolly Trolley carried 70,820 passengers and the Dinuba Connection carried 21,231 passengers during FY 2012/13.

Coordination and Schedules:

DART flex routes operate weekdays between 7:00 a.m. and 6:00 p.m., Monday through Thursday; 7:00 a.m. and 9:00 p.m., Friday; 9:00 a.m. and 9:00 p.m. Saturday. Requests for dial-a-ride must be scheduled at least 30 minutes in advance. All Dinuba routes are flex routes. If a Dial a Ride request is received, the driver on the flex route closest to the call will be dispatched to pick up the caller and will deviate slightly from the established route. 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 trolley is free. 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 7:00 a.m. to 3:00 p.m., Monday through Friday.

Operations:

A fixed route system began operating in June of 1995. DART currently operates four fixed routes, including the Trolley and the combined service via the Dinuba/Reedley Route. All six vehicles are owned and maintained by the City and have wheelchair accessibility. The 2009 TDP recommended that the City to create/build a transit/transfer center located at the Dinuba Vocational Center. The construction of the Transit Center will begin in 2013 and is scheduled for completion in 2014.

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.

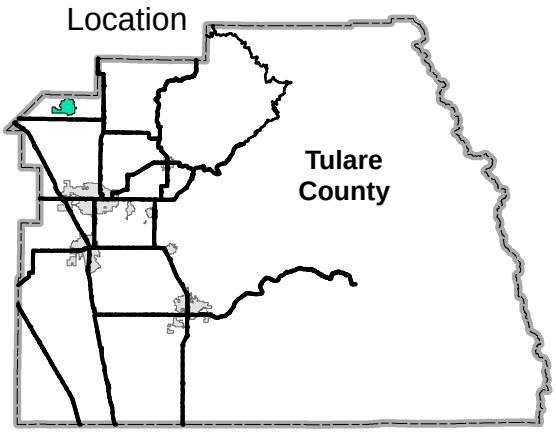
Short Range Transit Plan

The Dinuba Transit Development Plan is being developed during the 2013/14 fiscal year. This plan will be used as a 5-year planning document to guide the growth and

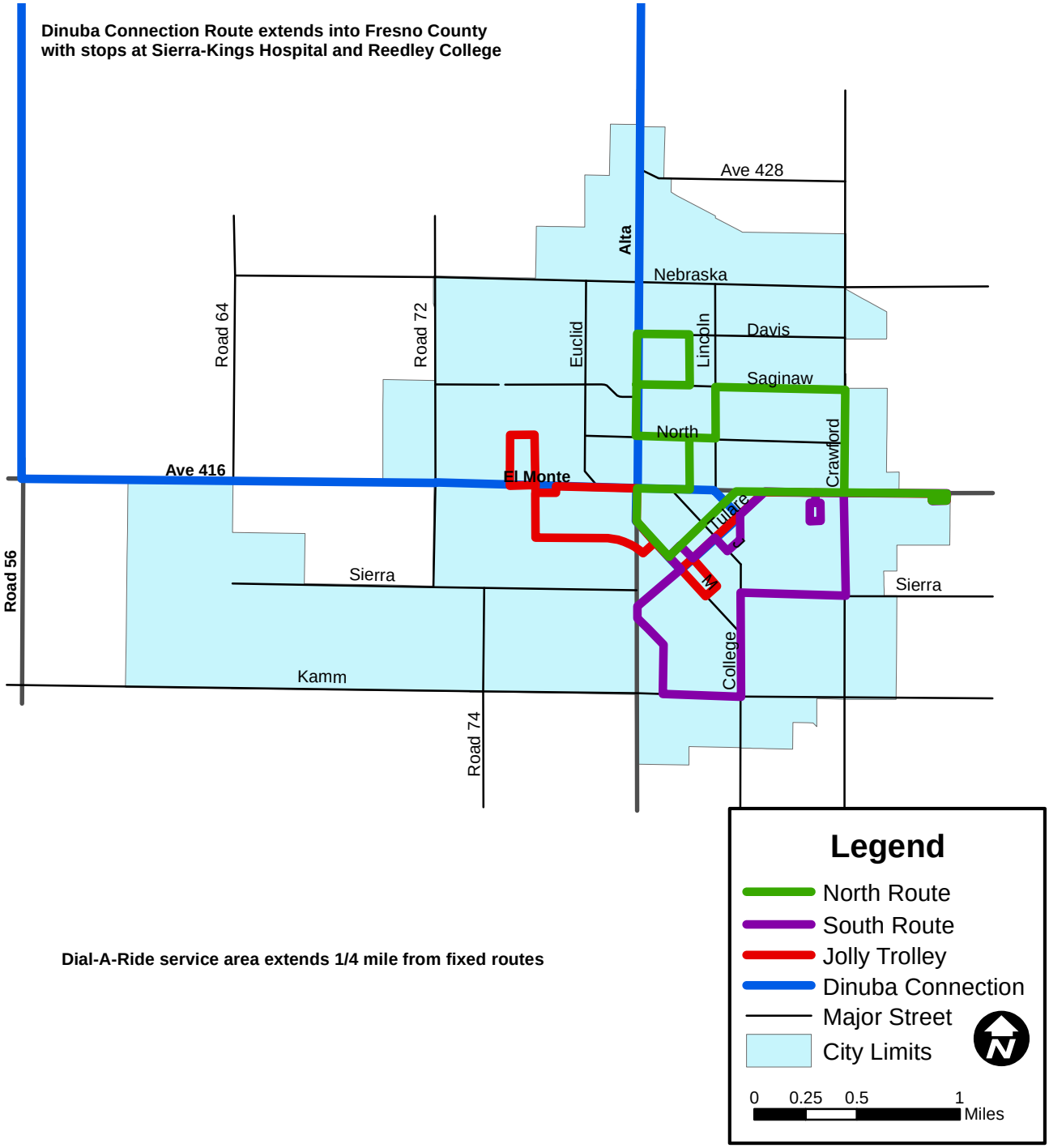
development of DART services. The plan is expected to be adopted by the city council no later than June of 2014.

The City of Dinuba has completed a downtown transit center that is scheduled to open mid-year 2014. The transit center will serve as the start/end point for all DART and regional transit services, as well as house two new city transit staff. The city also plans to expand their CNG fueling facility by adding additional slow-fill stations.

Figure 3-22A
City Operated Local Transit Service Areas



Dinuba



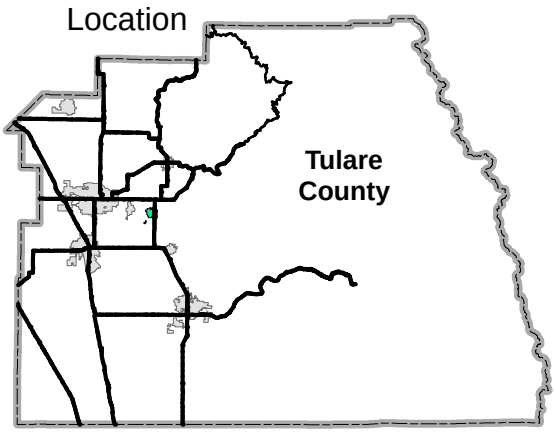
Dial-A-Ride service area extends 1/4 mile from fixed routes

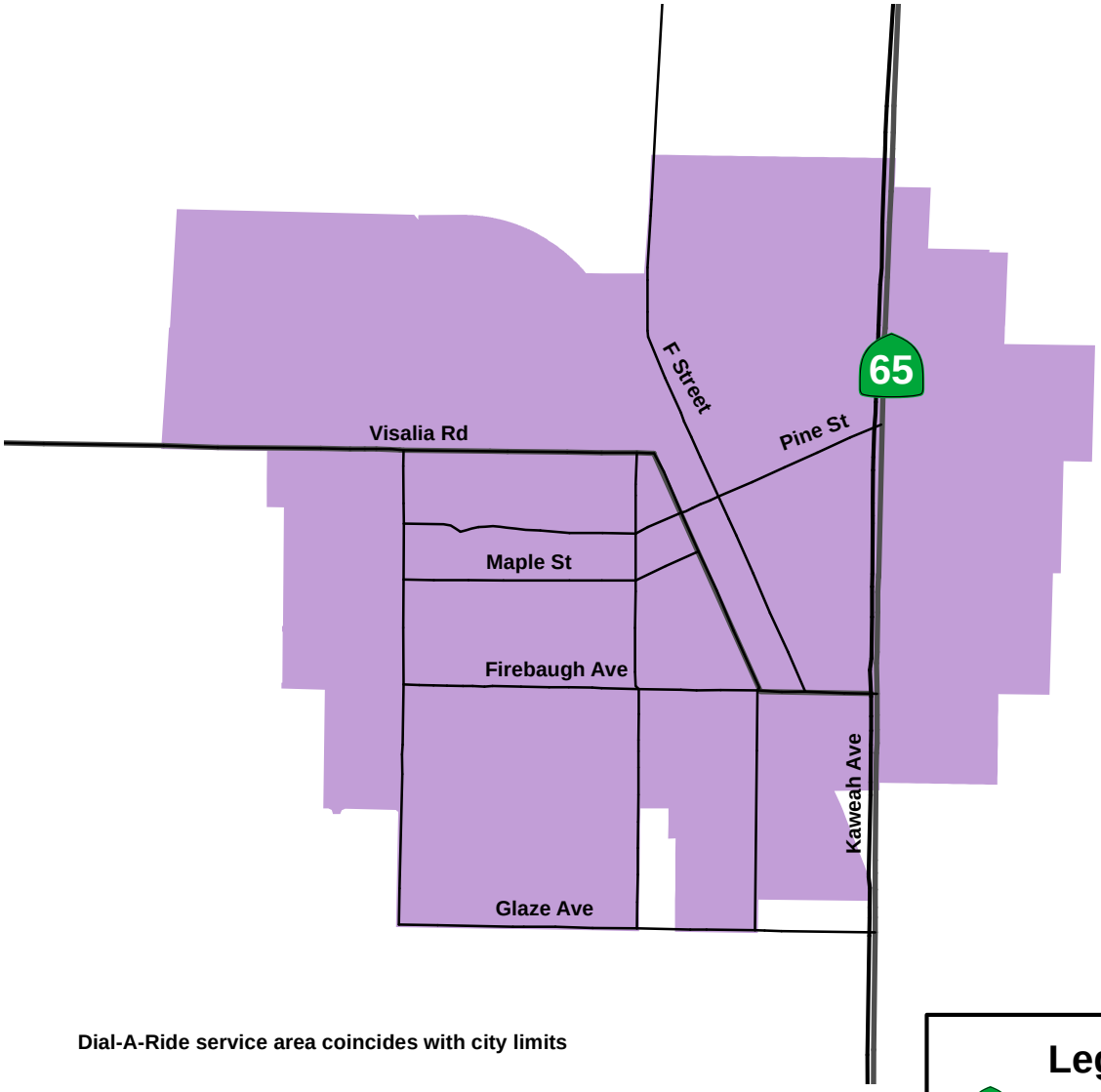
Transit in Exeter and Farmersville

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 10,000 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 6:00 a.m. and 9:30 p.m. Hours on Saturday and Sunday from 8:00 AM – 6:30 PM are serviced by Visalia Transit Dial a Ride. Exeter became a part of the Visalia Urbanized Boundary with the results of the 2000 Census. Visalia received federal funding to provide fixed route service to Exeter. Fixed route service to both Exeter and Farmersville is provided by Visalia Transit. 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.

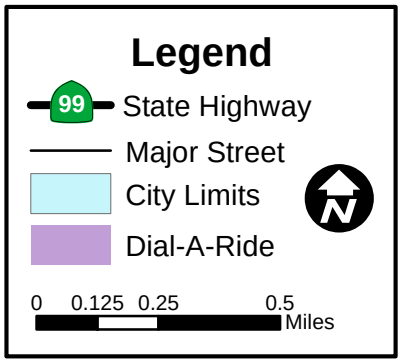
Figure 3-22E
City Operated Local Transit Service Areas

Exeter





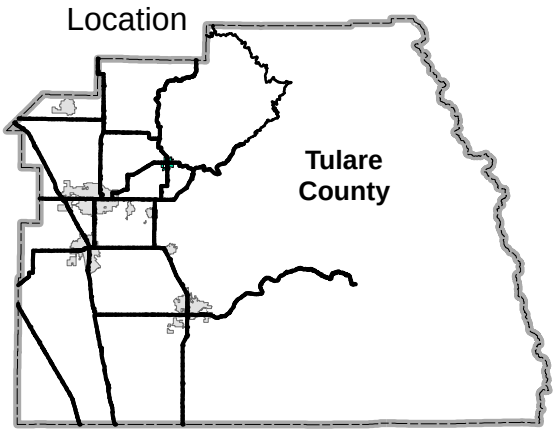
Dial-A-Ride service area coincides with city limits



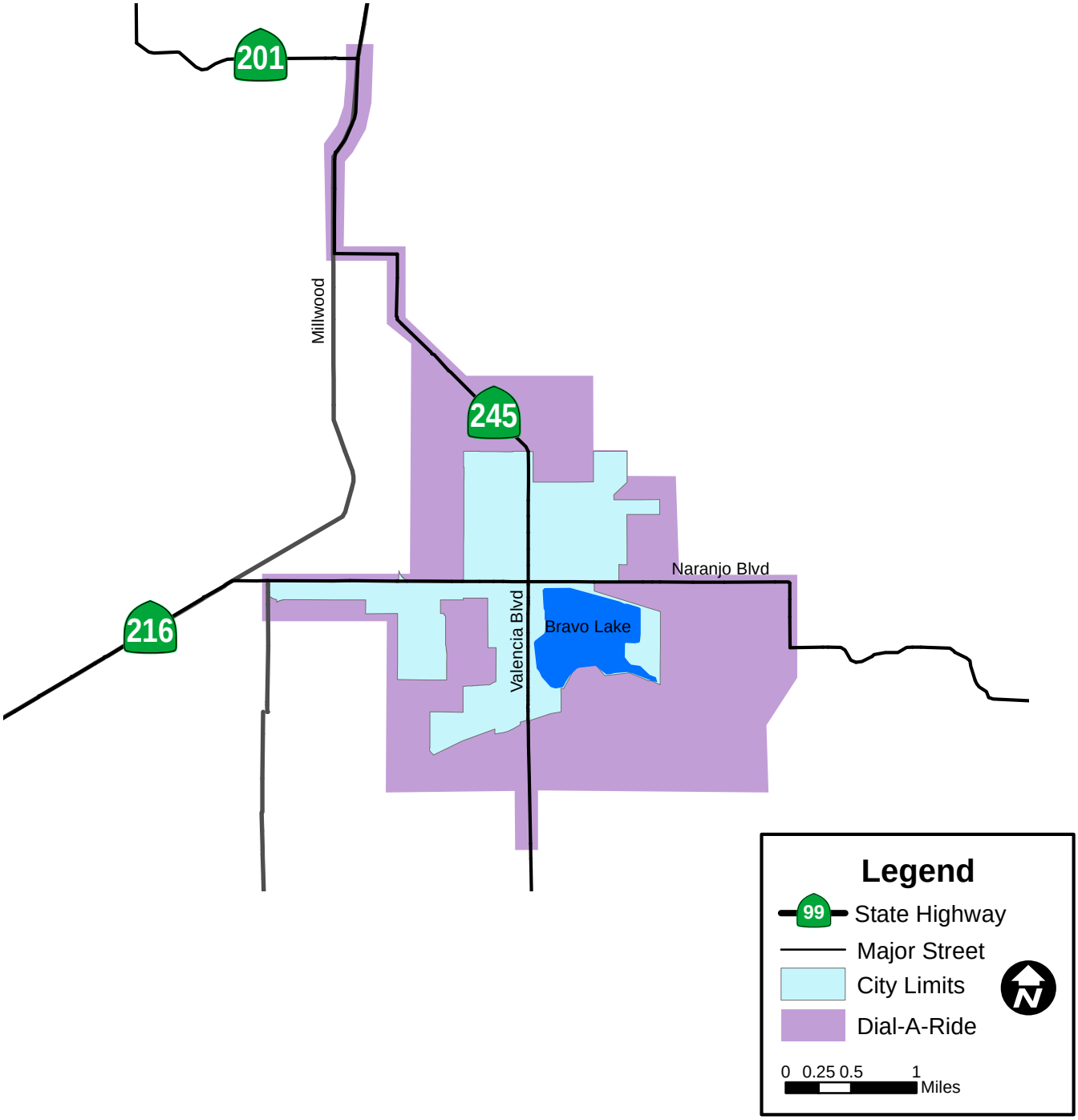
Transit in Woodlake

The City of Woodlake transit system began service in September 1999. The City operates a demand-response service for over 7,000 residents in the Woodlake urbanized area. Operation consists of one 16-passenger vehicle that is wheelchair accessible. Woodlake had their most recent Short Range Transit Plan (SRTP) updated 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.

Figure 3-22F
City Operated Local Transit Service Areas



Woodlake



Transit in Lindsay

The City of Lindsay does not operate its own transit service. Transit service is 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 (KART)

Kings Area Rural Transit (KART) provides transit service for Kings County residents coming to visit Tulare County, or for Tulare County residents visiting Kings and Fresno County. Transit operations between County boundaries should be continued and the needs should be evaluated to better serve the destinations and points of origin that would be most interested in the services being provided.

- Regional Transit Projects and Other Systems

CalVans

In 2001, after Caltrans announced plans to discontinue employee vanpools, a Corcoran State Prison employee asked the KCAPTA Board for help. The Board agreed to provide a vanpool if riders paid 100 % of the vanpool-related costs, thereby launching the Vanpool program. The same year, KCAPTA expanded to include vanpools for agricultural workers in response to a tragic accident near Five Points in Kings County in 1999 that resulted in the death of 13 farmworkers. The expansion was funded by a one-time grant using state and federal funds. KCAPTA's vanpool program exponentially grew over a decade. In 2010 KCAPTA management proposed establishing a new transit agency to assume operation of the vanpool project. CalVans was formed. With a well-established organizational structure and Board of Directors, individual member agencies now have the option to join or discontinue membership with CalVans while program operations remain stable and reliable.

From its inception, the vanpool program operated on revenue collected from passengers and grant funds. In additional to passenger revenue, CalVans has generated Federal Transit Administration, Section 5307 funds for many of the cities in its service area through emission reductions. The compilation of National Transit Database (NTD) data allows member agencies to sort and report passenger information, and provides data for reporting efforts to meet the greenhouse gas reductions mandated by AB 32.

CalVans vanpools have traveled 7.7 million miles and provided 1.6 million trips, resulting in a VMT (vehicle miles traveled) reduction of 63 million miles, representing an annual reduction of 27,000 tons of GHG (greenhouse gas equivalents).

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. In October of 2012 the Tribe partnered with the City of Porterville to provide daily service between Porterville and the

Tule River Tribal Reservation for Porterville residents and Tule Tribal residents. Ridership on the route has grown each month the services have been in operation.

County Wide Transit Pass (T-Pass)

Transit Agencies in Tulare County (Visalia Transit, TCaT, TIME, Porterville Transit 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 $50 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 $1.30 in fare revenues every ride. During fiscal year 2013/2014 T-Pass users saw an increase in the cost of the monthly pass (from $45). Transit providers indicated the need to increase the cost of the pass to keep up with rising costs of transit rides and agency monthly passes.

Table 3-9.4
T-Pass Sales and Ridership

Fiscal Year	Passes	Revenues	Trips
2006/07*	88	$3,960	2,953
2007/08	1,133	$50,985	44,111
2008/09	2,522	$113,490	119,324
2009/10	3,703	$166,635	119,324
2010/11	4,392	$197,640	144,303
2011/12	4,421	$188,888	162,424
2012/13	4,773	$214,785	169,359

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 hotline 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. The Greenline has proven to be a great success with a steady increase in usage by transit riders. Funding for the Greenline has been secured through JARC and New Freedom through Fiscal Year 2015/16.

College of the Sequoias Student Transit Pass Program

A need was determined that a student transit pass should be made available to COS Students. In the Fall of 2010 COS Students voted to increase their student fees ($5 for full time students $4 for part time students) for a semester long transit pass. COS Administration agreed to match $0.40 to each student paying the fee. All students are required to pay the fee regardless of whether they ride the transit systems. Ridership data has proven a steady increase in student ridership.

Table 3 - 9.5 COS Student Transit Pass Program Ridership

Semester	Ridership
Spring 2011	115,199
Fall 2011	154,614
Spring 2012	153,254
Fall 2012	177,601
Spring 2013	166,144
Summer 2013	9,670
Fall 2013	188,121

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 existing transit system.

In May the Social Services Transportation Advisory Committee (SSTAC) reviews the unmet transit needs expressed in the hearing and received through other means of communication. 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 funding for streets and roads. If an "unmet transit need" is found to be unreasonable to meet, it is noted and documented. In 2014 SSTAC and the TCAG Board approved and adopted revised unmet needs guidelines to include a definition of what is "reasonable to meet."

The local transit service is coordinated with the private common carriers, Orange Belt Stages, and 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.

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. A goal of transit in Tulare County would be to have many more transfer points between systems, rather than an overlap of systems. Initiated by the Southeast Mobility Needs Assessment, Tulare County transit agencies should strive to eliminate overlap of services. Tulare County transit providers are encouraged to work with local social service agencies to determine whether their transit needs are being fulfilled and work with each other to avoid the overlap of transit services.

▫ Regional Transit Needs and Actions

Proposed improvements that are related to Tulare County transit operators include the following: schedules, route additions, inter-transit coordination and communication, compatible fixed route implementation, avoiding duplicative services and new wheelchair-lift equipped vehicles. Each transit system is evaluated by an audit and Development Plans help determine the specific needs of each system. As cities are planning to expand their transit systems, route modifications should also be planned to improve performance and peak hour capacity. As the cities grow, service will need to be expanded appropriately.

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.

REGIONAL TRANSIT PRIORITIES

Below is a list of some projects that have been identified as a regional priority by Tulare County Transit Providers. These proposed projects will help riders transition from one transit agency to another seamlessly. The proposed projects allow for maximum coordination and daily integration of transit into Tulare County residents' lives. Transit providers in the coming years include, but are not limited to:

- Inter-County Transit services. Improve connections to major attractors in other counties and other major transportation systems (e.g. passenger rail, universities, large employment centers).

- Long-Range Regional Transit Plan. The plan would identify existing services, coordination opportunities, ITS plans/standards, and a centralized call/dispatch center, among other items.

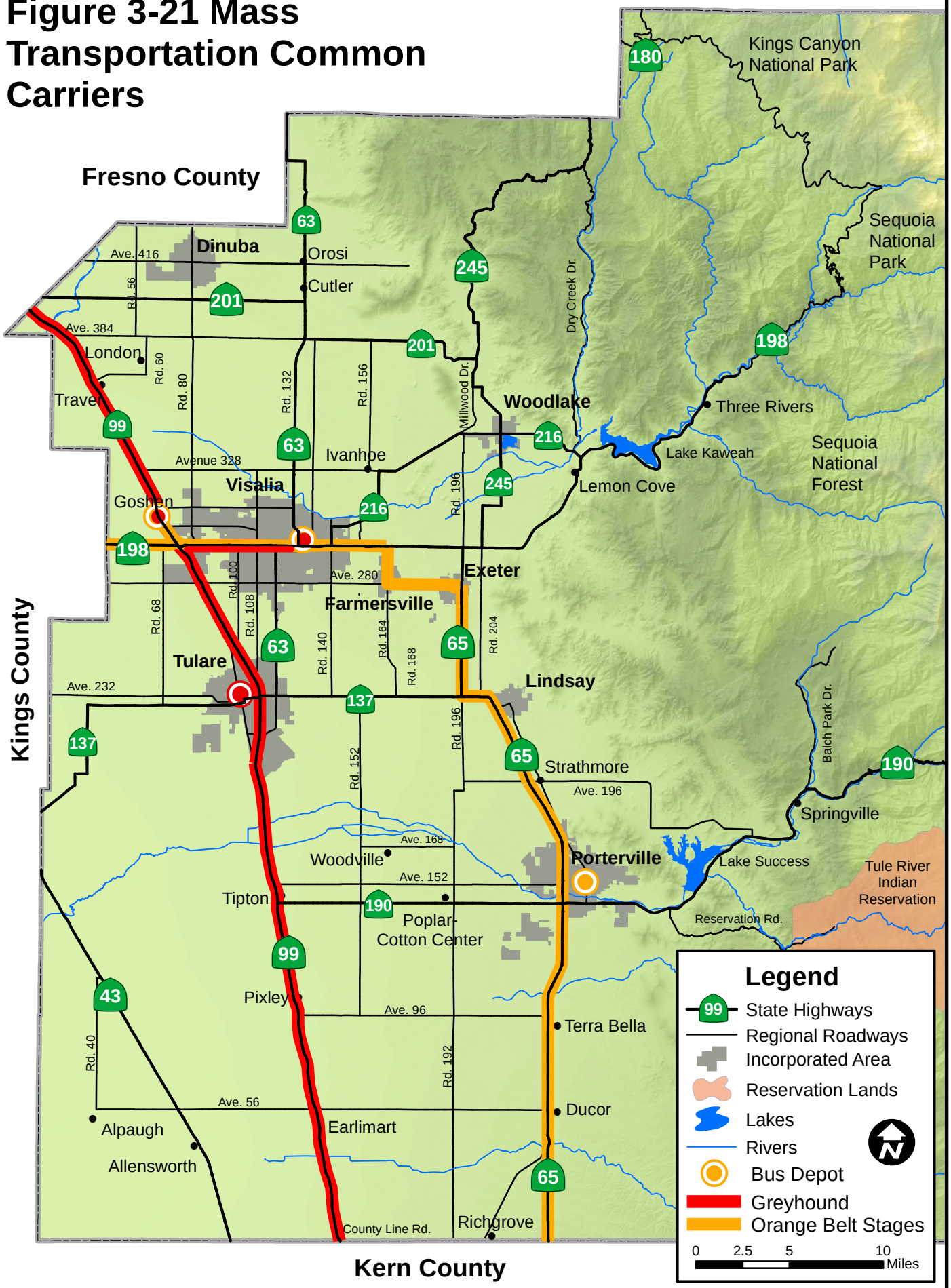
- Regular regional coordination of transit services. Examples include frequent and ongoing coordination with social services, passes, farebox, dispatch equipment compatibility, call/dispatch centers, schedule/transfer coordination, and maintenance and fueling facility sharing opportunities.

- Integrate transit planning into new development plans/policies. Guide engineering standards and planning policies to accommodate transit components at particular types of developments (residential and commercial).

- Bus Rapid Transit (BRT) feasibility studies should be conducted to determine potential transit corridors for future BRT routes and preservation of right of way. Transit corridors between Exeter and Lindsay, Lindsay and Porterville, Visalia and Exeter, and Visalia and Tulare along new or existing transportation corridors are examples of those that should be evaluated. As funding is available, BRT right of way preservation should take place as the routes are approved and prepared to move forward.

- Develop a comprehensive Community College Transit Program. Develop a standard measure of fare recovery to provide students discounted transit passes countywide and continue to improve marketing to the student population.

Figure 3-21 Mass Transportation Common Carriers



Active Transportation

▫ Bicycles

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

In 2000, TCAG prepared the first Regional Bicycle Plan. This plan has been updated several times since 2000, the last update being completed in 2014. The bicycle plan and the bicycle network has grown extensively in Tulare County, in large part due to local measure funds (Measure R). Figure 3-6 includes a map of existing and proposed regional bicycle facilities.

The purpose of the plan is to help agencies in Tulare County plan bicycle facilities in their jurisdictions and to provide direction for long term goals. The plan allows adjacent cities to make connections between them and for the county as a whole to look at the opportunities for a regional bicycle network. All cities in the county have adopted an agency-specific bicycle plan and have been incorporated into the Regional Bicycle Transportation Plan. Agencies have been very successful in obtaining state Bicycle Transportation Account (BTA) funds. TCAG will continue to encourage Tulare County agencies to pursue state and federal funding to complete all of the projects listed in the Measure R Expenditure Plan.

The 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. Such facilities, along with other incentives and disincentives such as limited parking will make bicycling more attractive to daily commuters.

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

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

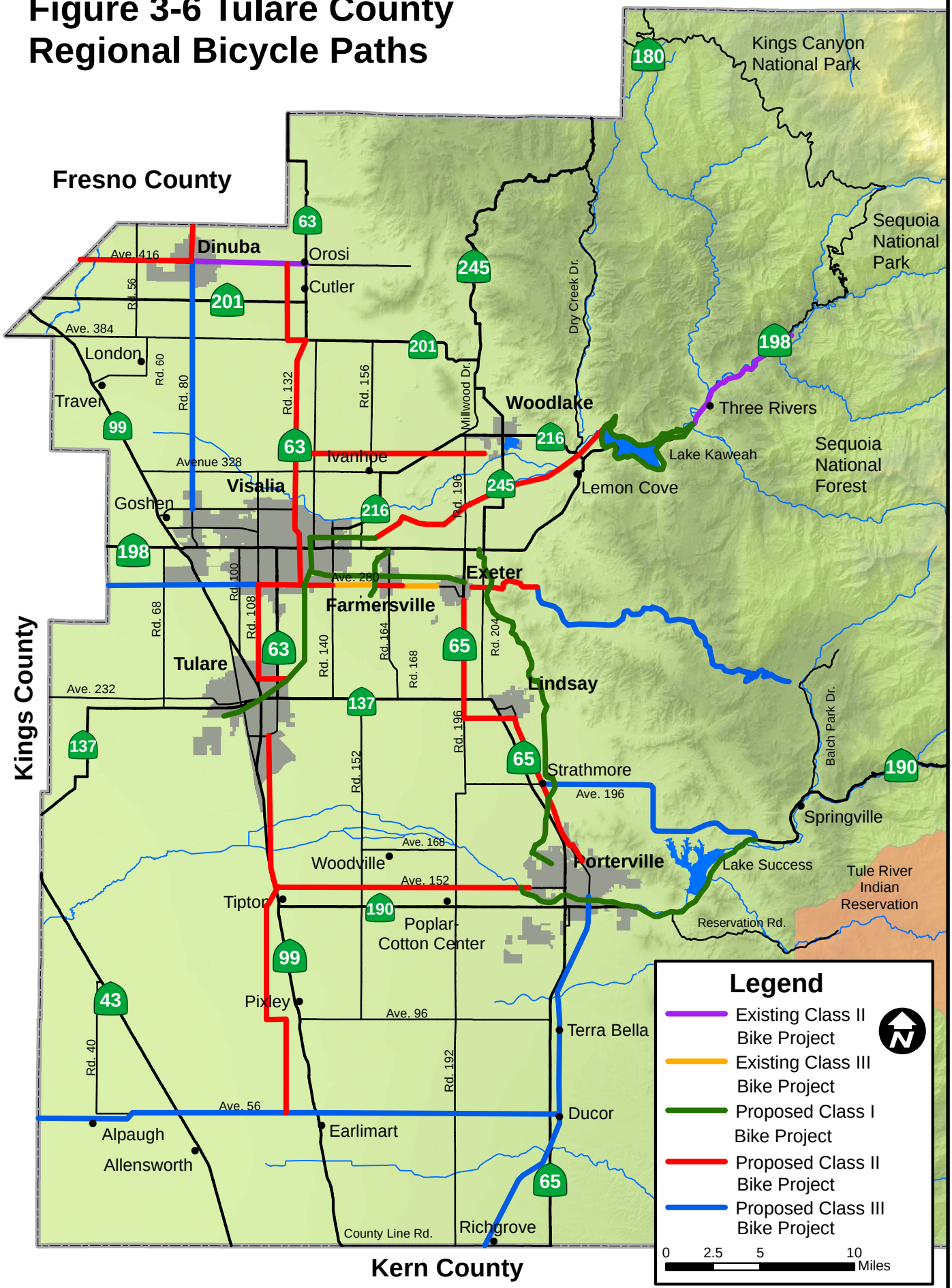
The following is a partial list of specific bicycle projects included in the Measure R Expenditure Plan (Appendix M). Some are already implemented and some will be in the near future. For more information on Measure R please go to www.TCMeasureR.com:

Santa Fe Trail (Visalia/County/Tulare)	St. John's River (Visalia)
Cameron Creek (Visalia)	K Street (Visalia)
Packwood Creek (Visalia)	Modoc Creek (Visalia)
Mill Creek (Visalia)	Goshen Enhancement (Visalia)
K Road along rail line (Visalia)	San Joaquin River (Visalia)

K Road to Exeter (Exeter/Farmersville/Visalia)

*Tulare County, Lindsay, Tulare, Visalia, Exeter, Porterville, Dinuba, and Woodlake all have bike/ped programs with yet to be determined projects.

Figure 3-6 Tulare County Regional Bicycle Paths



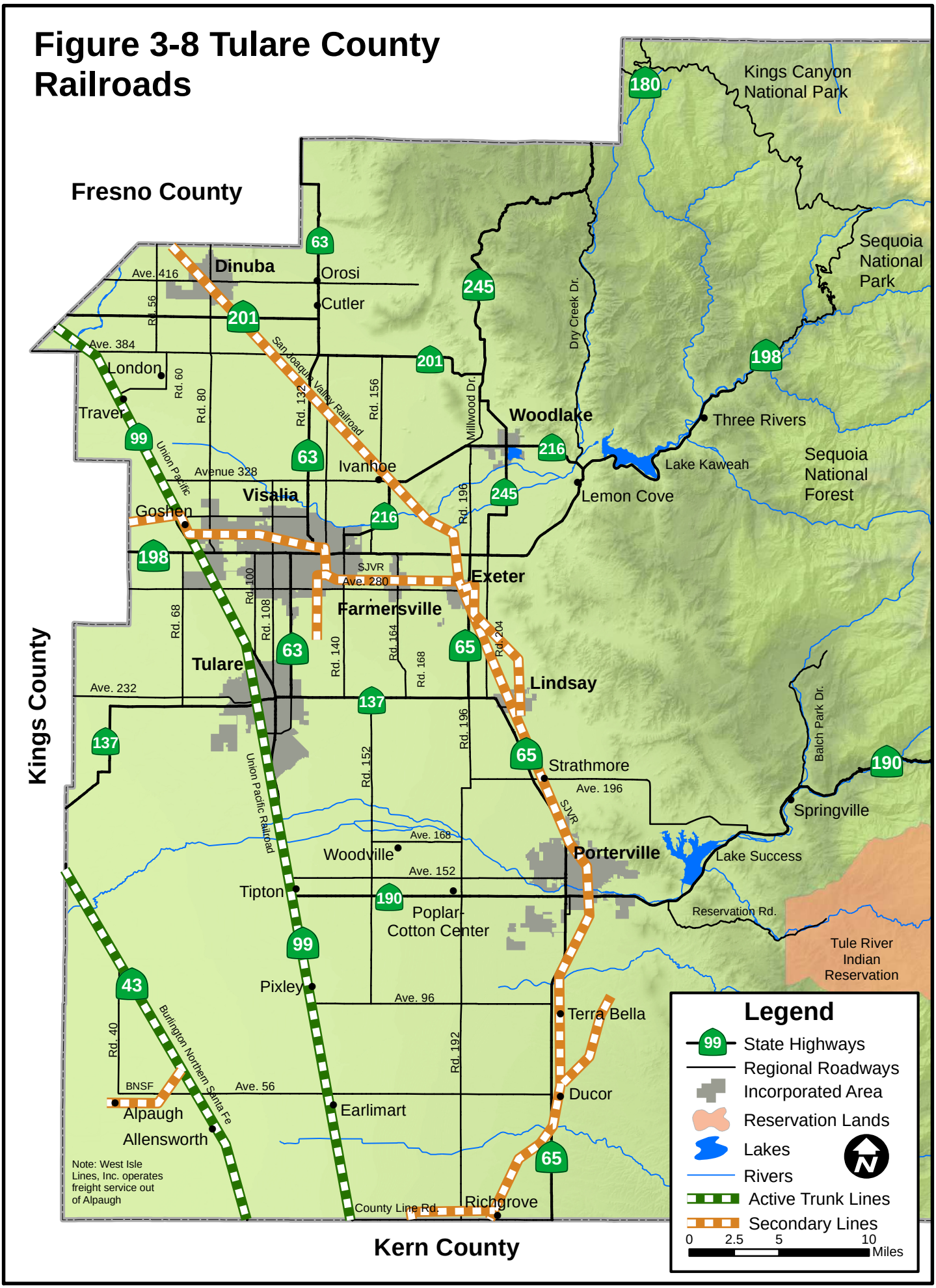
▫ Pedestrian

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.

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.

Figure 3-8 Tulare County Railroads



Passenger Rail

Light Rail:

In 2006 a Tulare County Light Rail Feasibility was conducted by a consultant to determine if a sustainable system could be established between Visalia and Tulare. The results determined three alternatives but more importantly revealed that land use along any of the routes would have to be intensified over several years. This will take agreement, coordination, and implementation by the three agencies where the line will travel. TCAG will be working with the Cities of Visalia, Tulare and the County to select a preferred alignment and move forward with land use planning and interim strategies, specifically right of way preservation and implementation of BRT, for eventual light rail implementation. Other cross jurisdictional routes in the county will also be considered for BRT and/or light rail. The Regional Long Range Transit Plan will make further recommendations and re-analyze the potential for light rail.

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.

High Speed Rail:

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 near 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 High Speed Rail project.

Figure 3-23A Proposed High Speed Rail Corridor

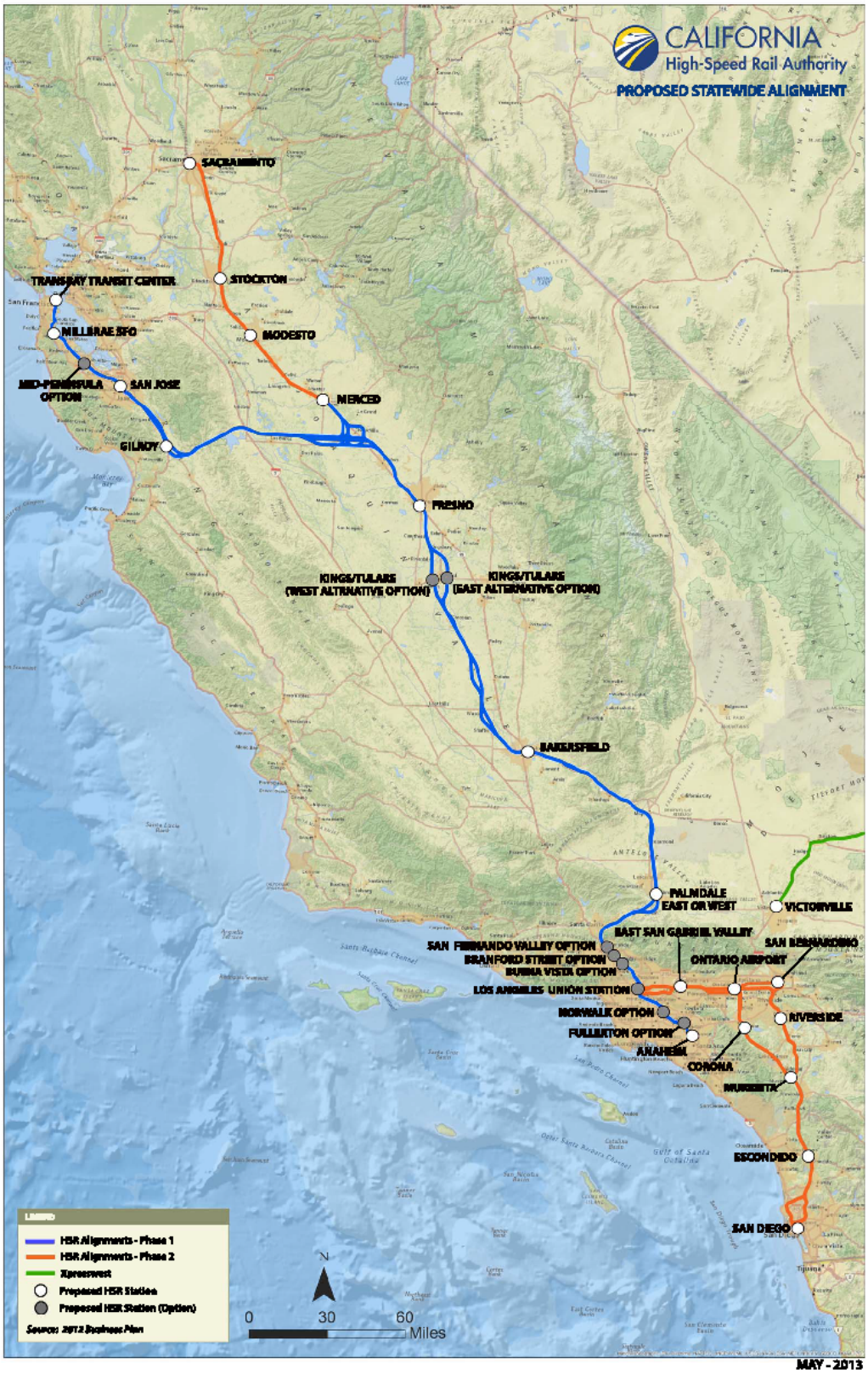


Figure 3-23B Proposed High Speed Rail Corridor, Fresno to Bakersfield Section

Other:

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. A first phase of this project may be the 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 in Hanford.

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.

Table 3-9.6
Tulare County Public Use Airports

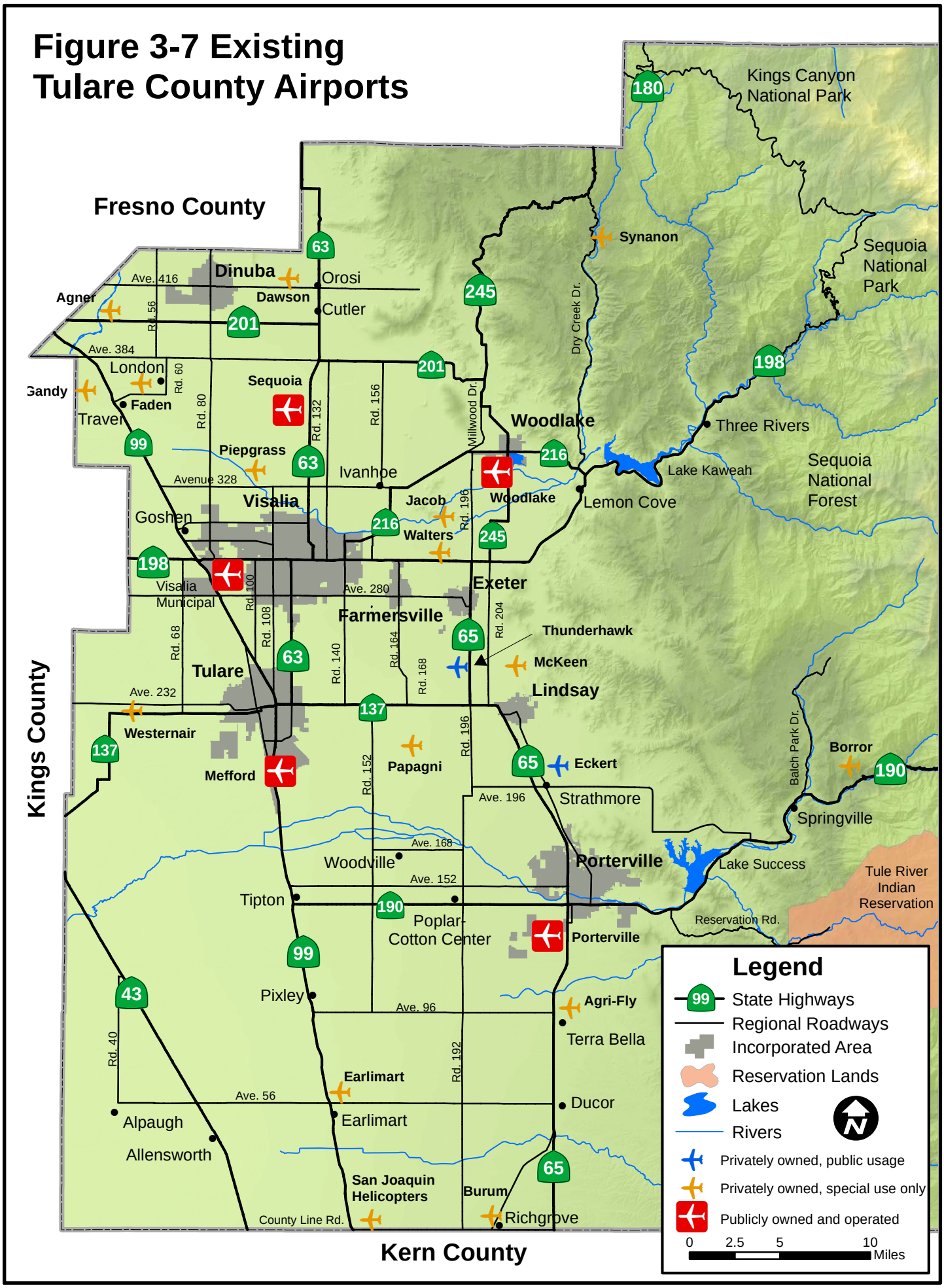
Airport	Owner	FAA Ident
Eckert Field	Private	1Q1
Mefford Field	Tulare	TLR
Porterville Municipal	Porterville	PTV
Sequoia Field	County	D86
Thunderhawk (Exeter)	Private	O63
Visalia Municipal	Visalia	VIS
Woodlake Municipal	Woodlake	O42

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

Aviation has seen a small increase in both annual aircraft operations and total base aircraft throughout the County. The increases are attributed to steady population and employment growth throughout Tulare County. The four largest and most active airports in the region are Visalia Municipal Airport, Porterville Municipal Airport, Woodlake Airport and Mefford Field (Tulare). Many of the smaller airports located near other cities have plans for expansion and improvement. Considering growth trends, typical types of operations and plans

for capital and other improvements at each airport site, the region-wide capacity is currently adequate and should remain so for the near future.

Figure 3-7 Existing Tulare County Airports



▫ Airports

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 Visalia Transit. Transit service is also available through Visalia Transit 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.

- Plans

Capital Improvement Plan

The Capital Improvement Plan (CIP) is an element of the California Aviation System Plan (CASP) that is developed by the Caltrans Division of Aeronautics. The CIP is a ten-year compiled listing of capital projects submitted to Caltrans for inclusion in the CASP, predominately based on general aviation master plans or other comparable long-range planning documents. The list of projects is financially unconstrained. However, the projects must be included in the CIP to be eligible for state funding. Tulare County airport projects are listed in Table 4-18 of the Financial Element.

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

The Tulare County Airport Land Use Commission (ALUC) assesses land use suitability around the seven public use airports in Tulare County. ALUC prepares the Comprehensive Airport Land Use Plan (CALUP), last 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 efficient airport operation. (Proposed land use changes within two miles of public use airports are reviewed by ALUC.)

The Tulare County CALUP establishes planning boundaries for each public-use airport within Tulare County and defines land uses that are compatible with each of the three functions

of the plan. The plan only applies to the relationship between an airport and the land uses surrounding it, not to the operation of the airport.

Goods Movement

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

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

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

Terminals

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

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

OPERATIONS AND MAINTENANCE

An estimated $2.1 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 65. The PMS estimates that it would take $253 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 the maintenance of 750 miles of roadway. The other five incorporated cities have 181 miles of roadway.

In 2013 the City of Visalia hired a pavement consultant to perform a complete pavement condition survey of the City street network and develop a pavement management program. The City is now using Lucity software to manage the City street system and direct maintenance activities. A significant amount of pavement maintenance activities will be completed in the spring/summer of 2014 using the guidance from the new program. The results from the pavement survey showed that the overall PCI (pavement condition index) of the street system is a 60 which is at the low end of the "good" scale of the 7 section condition index. Nationwide the average score for similar cities is between 60 and 65. The survey determined it will take an annual budget of $7.5M (construction cost only) to maintain the current PCI at a level of 60. With the City's current budget of $2.5M per year for street maintenance the condition of the City street system will continue to decline if additional funding can't be found. The City is currently investigating any funding opportunities available to fill this funding shortfall.
The City of Tulare uses the Street Saver Online Pavement Management Program to identify the pavement condition of City streets and to determine the most economical type of treatment strategy necessary to improve the street. Priority for street improvements is based on factors including the Pavement Condition Index (PCI), functional classification and cost effectiveness. The City’s overall PCI in January 2009 was 66. The City’s pavement management goal is to bring the PCI to an average rating of 70. The City estimates that there is roughly $60 million in deferred maintenance with an ongoing annual expenditure of approximately $4.5 million to maintain a PCI of 70.

Table 3-10
Project Justification for Local Funded Roads
Tulare County 2014 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	Kamm at Rd 72	Kamm at Rd 72	Traffic Signal	Improve Circulation	Safety
Dinuba	Kamm/Crawford	Kamm at Crawford	Kamm at Crawford	Traffic Signal	Improve Circulation	Safety
Dinuba	Crawford/Nebraska	Crawford at Nebraska	Crawford at Nebraska	Traffic Signal	Improve Circulation	Safety
Dinuba	Nebraska/Rd. 72	Nebraska at Rd. 72	Nebraska at Rd. 72	Traffic Signal	Improve Circulation	Safety
Dinuba	M St./Tulare	M St. at Tulare	M St. at Tulare	Traffic Signal	Improve Circulation	Safety
Dinuba	Lincoln/H St. at 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	Visalia Road	Turn lanes, medians	Virginia to Brundage - 1.25mi	Operational Improvements	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 Friant-Kern Canal	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	Hillcrest St.	Construct new roadway	Ave 140 to SR190 0.47mi	New Construction	Improve Circulation	Relieve Congestion
Porterville	Hillcrest St.	Construct new roadway	SR190 to Tule River	New Construction	Improve Circulation	Relieve Congestion
Porterville	Hillcrest St.	Construct new roadway	Bridge over Tule River	New Construction	Improve Circulation	Relieve Congestion
Porterville	Hillcrest St.	Construct new roadway	Tule River to Roby Ave. 0.5mi	New Construction	Improve Circulation	Relieve Congestion
Porterville	Hillcrest St.	Widen existing roadway	Roby Ave to Olive Ave 0.25mi	Widen to 4-lane Arterial	Increase Capacity	Relieve Congestion
Porterville	Hillcrest St.	Construct new roadway	Olive Ave to Putnam Ave 0.25mi	New Construction	Improve Circulation	Relieve Congestion
Porterville	Hillcrest St.	Widen existing roadway	Putnam Ave to Thurman Ave	Complete 4-lane Arterial	Increase Capacity	Relieve Congestion
Porterville	Hillcrest St.	Construct new roadway	Thurman Ave to Morton Ave	New Construction	Improve Circulation	Relieve Congestion
Porterville	Jaye St.	Widen existing roadway	Springville Dr. to Tule River	Widen to 4-lane Arterial	Increase Capacity	Relieve Congestion
Porterville	Jaye St.	Widen existing roadway	Tule River to Date Ave	Widen to 4-lane Arterial	Increase Capacity	Relieve Congestion
Porterville	North Grand Ave.	Widen existing roadway	Prospect St. to SR 65	Widen to 4-lane Arteriral	Increase Capacity	Relieve Congestion
Porterville	Olive Ave.	Widen existing roadway	Friant-Kern Canal to Tule River	Widen to 4-lane Arteriral	Increase Capacity	Relieve Congestion
Porterville	Plano St.	Widen existing roadway	Scranton Ave. to SR 190	Widen to 4-lane Arteriral	Increase Capacity	Relieve Congestion
Porterville	Springville Dr.	Widen existing roadway	Indiana St. to East of Jaye St	Widen to 4-lane Arterial	Increase Capacity	Relieve Congestion
Porterville	Westwood St.	Widen existing roadway	SR 190 to Tule River	Widen to 4-lane Arterial	Increase Capacity	Relieve Congestion
Porterville	Westwood St.	Widen existing roadway	Tule River to Roby Ave.	Widen to 4-lane Arterial	Increase Capacity	Relieve Congestion
Porterville	Morton Ave.	Morton at Mathew St	Morton at Mathew St	Traffic Signal	Improve Circulation	Safety
Porterville	Henderson Ave.	Henderson at Mathew St	Henderson at Mathew St	Traffic Signal	Improve Circulation	Safety
Porterville	Henderson Ave.	Henderson At Plano St	Henderson At Plano St	Traffic Signal	Improve Circulation	Safety
Porterville	Mulberry Ave	Mulberry at Newcomb St	Mulberry at Newcomb St	Traffic Signal	Improve Circulation	Safety
Porterville	Westfield Ave	Westfield at Westwood St	Westfield at Westwood St	Traffic Signal	Improve Circulation	Safety
Porterville	Westfield Ave	Westfield at Mathew St	Westfield at Mathew St	Traffic Signal	Improve Circulation	Safety
Porterville	Westfield Ave	Westfield at Indiana St	Westfield at Indiana St	Traffic Signal	Improve Circulation	Safety
Porterville	Westfield Ave	Westfield at Main St	Westfield at Main St	Traffic Signal	Improve Circulation	Safety
Porterville	North Grand Ave	North Grand at Newcomb St	North Grand at Newcomb St	Traffic Signal	Improve Circulation	Safety
Porterville	North Grand Ave	North Grand at Prospect	North Grand at Prospect	Traffic Signal	Improve Circulation	Safety
Porterville	North Grand Ave	North Grand at Main St	North Grand at Main St	Traffic Signal	Improve Circulation	Safety

Table 3-10
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Agency	Facility	Project Scope	Project Limits	Type of Improvement	Purpose	Need
PORTERVILLE - CANDIDATE PROJECTS						
Porterville	Newcomb St.	Newcomb St at Pioneer Ave	Newcomb St at Pioneer Ave	Traffic Signal	Improve Circulation	Safety
Porterville	Prospect St.	Prospect St at Pioneer Ave	Prospect St at Pioneer Ave	Traffic Signal	Improve Circulation	Safety
Porterville	Westfield Ave	Westfield Ave at Plano St	Westfield Ave at Plano St	Traffic Signal	Improve Circulation	Safety
Porterville	Morton Ave.	Morton Ave at Hillcrest St	Morton Ave at Hillcrest St	Traffic Signal	Improve Circulation	Safety
Porterville	Olive Ave.	Olive Ave at Hillcrest St	Olive Ave at Hillcrest St	Traffic Signal	Improve Circulation	Safety
Porterville	Indiana St	Indiana St at Springville Dr	Indiana St at Springville Dr	Traffic Signal	Improve Circulation	Safety
Porterville	Main St.	Main St at Hwy 190 On Ramp	Main St at Hwy 190 On Ramp	Traffic Signal	Improve Circulation	Safety
Porterville	Main St.	Main St at Hwy 190 Off Ramp	Main St at Hwy 190 Off Ramp	Traffic Signal	Improve Circulation	Safety
Porterville	Hillcrest St.	Hillcrest St at Springville Dr	Hillcrest St at Springville Dr	Traffic Signal	Improve Circulation	Safety
Porterville	Westwood St	Widen existing roadway	Westwood St Bridge at Porter Slough	Bridge Widening	Increase Capacity	Relieve Congestion
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. (partial)	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Tulare	"E" St.	Widen existing roadway	Pleasant Ave. to Elster 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. (partial)	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Tulare	"J" St.	Widen existing roadway	Lynn Ave. to Cartmill Ave.; .8 mi.	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Tulare	Blackstone St.	Widen existing roadway	Paige Ave. to Bardsley Ave.; 1 mi. (partial)	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Tulare	Laspina St.	Widen existing roadway	Paige Ave. to Aspen Ave.; .2 mi.	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Tulare	Mooney Blvd.	Widen existing roadway	Foster Drive to Tulare Ave.; 1.7 mi. (partial)	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Tulare	Turner Drive	Widen existing roadway	Foster Drive to Southern CL; .5 mi.	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Tulare	Tulare Drive	Widen existing roadway	Cross Ave. to West St.; .7 mi. (partial)	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Tulare	Levin Ave.	Construct new roadway	Mooney Blvd. to Oakmore St; .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
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.	Improve Circulation	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	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	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	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

Table 3-10
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Tulare County 2014 Regional Transportation Plan

Agency	Facility	Project Scope	Project Limits	Type of Improvement	Purpose	Need
TULARE - CANDIDATE PROJECTS						
Tulare	Cartmill Ave. / De La Vina St.	Cartmill Ave. at De La Vina St.	Cartmill Ave. @ De La Vina	Traffic Signal	Improve Circulation	Safety
Tulare	Pleasant Ave. / "E" St.	Pleasant Ave. at "E" St.	Pleasant Ave. @ "E" St.	Traffic Signal	Improve Circulation	Safety
Tulare	Bardsley Ave. / West St.	Bardsley Ave. at West St.	Bardsley Ave. @ West St.	Traffic Signal	Improve Circulation	Safety
Tulare	Tulare Ave. / Oakmore St.	Tulare Ave. at Oakmore St.	Tulare Ave. @ Oakmore St.	Traffic Signal	Improve Circulation	Safety
Tulare	Paige Ave. / Blackstone St.	Paige Ave. at Blackstone St.	Paige Ave. @ Blackstone St.	Traffic Signal	Improve Circulation	Safety
Tulare	Prosperity Ave. / Oaks St.	Prosperity Ave. at Oaks St.	Prosperity Ave. @ Oaks St.	Traffic Signal	Improve Circulation	Safety
Tulare	Merritt Ave. / Cherry St.	Merritt Ave. at Cherry St.	Merritt Ave. @ Cherry St.	Traffic Signal	Improve Circulation	Safety
Tulare	Merritt Ave. / M St.	Merritt Ave. at M St.	Merritt Ave. @ "M" St.	Traffic Signal	Improve Circulation	Safety
Tulare	Alpine Ave. / Mooney Blvd.	Alpine Ave. at Mooney Blvd,	Alpine Ave. @ Mooney Blvd.	Traffic Signal	Improve Circulation	Safety
Tulare	Bardsley Ave./"H" St.	Bardsley Ave. at "H" St.	Bardsley Ave. @ "H" St.	Traffic Signal	Improve Circulation	Safety
Tulare	Bardsley Ave. / Oakmore St.	Bardsley Ave. at Oakmore St.	Bardsley Ave. @ Oakmore St.	Traffic Signal	Improve Circulation	Safety
Tulare	Bardsley Ave./Pratt St.	Bardsley Ave. at Pratt St.	Bardsley Ave. @ Pratt St.	Traffic Signal	Improve Circulation	Safety
Tulare	Bella Oaks Ave. / Hwy 63	Bella Oaks Ave. at Hwy 63	Bella Oaks Ave. @ Hwy 63	Traffic Signal	Improve Circulation	Safety
Tulare	Cartmill Ave./West St.	Cartmill Ave. at West St.	Cartmill Ave. @ West St.	Traffic Signal	Improve Circulation	Safety
Tulare	Cartmill Ave./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.	Roundabout	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	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 Riggin; 0.2 mi.	New 2-lane; collector	Improve Circulation	Relieve Congestion
Visalia	Ben Maddox Way	Operational Improvements	Main to Houston; 0.8mi.	Add turn lanes, median	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	Mooney to Santa Fe; 1.5mi	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Visalia	Murray Ave.	Widen existing roadway	Giddings to Santa Fe; 1 mi.	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Visalia	Santa Fe St.	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	Operational Improvements	Encina to Church; 0.2mi	Add thru and turn lanes	Improve Circulation	Relieve Congestion
Visalia	Tulare Avenue	Construct new roadway	Lovers Lane to McAuliff; 0.5 mi.	New 2-lane; collector	Improve Circulation	Relieve Congestion
Visalia	Akers Street	Widen existing roadway	Ferguson to Riggin; 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 Riggin; 0.7 mi.	New 2-lane; collector	Improve Circulation	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	Mooney Blvd.	Widen existing roadway	Goshen to Houston; .04mi	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Visalia	Mooney Blvd.	Widen existing roadway	Ferguston to Riggin; 0.5mi	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Visalia	Mooney Blvd.	Construct new roadway	Riggin to Avenue 320; 1 mi.	New 4-lane; arterial	Improve Circulation	Relieve Congestion
Visalia	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	Chinowth Street	Construct new roadway	Avenue 272 to Avenue 276; 0.5 mi.	New 2-lane; collector	Improve Circulation	Relieve Congestion
Visalia	Chinowth Street	Construct new roadway	Goshen to Houston; 0.2 mi.	New 2-lane; collector	Improve Circulation	Relieve Congestion
Visalia	Court Street	Construct new roadway	Avenue 272 to Ave 276; 0.5 mi.	New 4-lane; collector	Improve Circulation	Relieve Congestion
Visalia	Demaree Street	Operational Improvements	Goshen to Houston; 0.2mi	Add turn lanes	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	Riggin to Avenue 320 ; 1 mi.	New 2-lane; collector	Improve Circulation	Relieve Congestion
Visalia	Pinkham Street	Construct new roadway	Avenue 272 to Caldwell; 0.9 mi.	New 2-lane; collector	Improve Circulation	Relieve Congestion
Visalia	Roeben Street	Construct new roadway	Caldwell to Whitendale ; 0.5 mi.	New 2-lane; collector	Improve Circulation	Relieve Congestion
Visalia	Roeben Street	Construct new roadway	Tulare to SR-198; 0.45mi	New 2-lane; collector	Improve Circulation	Relieve Congestion
Visalia	Santa Fe Street	Widen existing roadway	Avenue 272 to Caldwell; 1 mi.	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Visalia	Santa Fe Street	Construct new roadway	Houston to Riggin; 1 mi.	New 4-lane; collector	Improve Circulation	Relieve Congestion
Visalia	Shirk Road	Widen existing roadway	Whitendale to SR198; 1.5 mi.	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Visalia	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 2-lane; collector	Improve Circulation	Relieve Congestion
Visalia	Tulare Avenue	Construct new roadway	Shirk to Roeben; 0.5 mi.	New 2-lane; collector	Improve Circulation	Relieve Congestion
Visalia	Walnut Avenue	Widen existing roadway	Cedar to 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 Street	Widen existing roadway	Caldwell to Visalia Pkwy (Ave. 276); 0.5 mi.	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Visalia	Akers Street	Widen existing roadway	Riggin to Avenue 320; 1 mi.	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Visalia	Akers Street	Widen existing roadway	Tulare to Hillsdale; 0.7mi	Widen from 4 to 6 lanes	Increase Capacity	Relieve Congestion
Visalia	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 308 (Ferguson)	Construct new roadway	American (Rd 76) to Plaza; 0.5 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	Avenue 320	Construct new roadway	Plaza to Demaree; 3.5 mi.	New 2-lane; 1/2 arterial	Improve Circulation	Relieve Congestion

Table 3-10
Project Justification for Local Funded Roads
Tulare County 2014 Regional Transportation Plan

Agency	Facility	Project Scope	Project Limits	Type of Improvement	Purpose	Need
VISALIA - CANDIDATE PROJECTS						
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; 0.4 mi.	New 2-lane; collector	Improve Circulation	Relieve Congestion
Visalia	Demaree St.	Widen existing roadway	Pratt to Avenue 320; 0.4 mi.	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Visalia	Hurley Avenue	Construct new roadway	Kelsey to Shirk; 1 mi.	New 2-lane; collector	Improve Circulation	Relieve Congestion
Visalia	Hurley Avenue	Construct new roadway	Road 76 to Plaza; 0.5 mi.	New 2-lane; collector	Improve Circulation	Relieve Congestion
Visalia	Hwy 63 (Dinuba Blvd)	Widen existing roadway	Riggin to St Johns River; 0.6 mi.	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Visalia	Kelsey Street	Construct new roadway	Riggin to Avenue 320; 1 mi.	New 2-lane; collector	Improve Circulation	Relieve Congestion
Visalia	McAuliff Street	Construct new roadway	Avenue 272 to Caldwell; 1 mi.	New 2-lane; collector	Improve Circulation	Relieve Congestion
Visalia	McAuliff Street	Construct new roadway	Walnut to Caldwell; 1 mi.	New 2-lane; collector	Improve Circulation	Relieve Congestion
Visalia	Road 76 (American)	Construct new roadway	Ferguson (Ave 308) to Riggin; 0.5 mi.	New 2-lane; collector	Improve Circulation	Relieve Congestion
Visalia	Road 76 (American)	Construct new roadway	Hurley to Legacy; 0.2 mi.	New 2-lane; collector	Improve Circulation	Relieve Congestion
Visalia	Road 88	Construct new roadway	Riggin to Avenue 320; 1 mi.	New 2-lane; collector	Improve Circulation	Relieve Congestion
Visalia	Road 96 (Roeben St)	Construct new roadway	Riggin to Avenue 320; 1.4 mi.	New 2-lane; collector	Improve Circulation	Relieve Congestion
Visalia	Road 148 (Tower St.)	Widen existing roadway	Ave 272 to Ave 276; 0.5 mi.	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Visalia	Road 148 (Tower St.)	Widen existing roadway	Ave 276 to Walnut; 1.5 mi.	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Visalia	Road 148 (Tower St.)	Construct new roadway	Houston (SR 216) to St. John Pkwy; 0.2 mi.	New 4-lane; Arterial	Improve Circulation	Relieve Congestion
Visalia	Road 148 (Tower St.)	Construct new roadway	Mineral King to Houston; 1.1 mi.	New 4-lane; Arterial	Improve Circulation	Relieve Congestion
Visalia	Road 148 (Tower St.)	Construct new roadway	Walnut to Noble; 0.9 mi.	New 4-lane; Arterial	Improve Circulation	Relieve Congestion
Visalia	Shirk Street	Widen existing roadway	Goshen to Riggin; 1 mi.	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Visalia	Shirk Street	Widen existing roadway	Riggin to Ave 320; 1 mi.	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Visalia	Tulare Avenue	Construct new roadway	Rd 148 to Rd 152; 0.6 mi.	New 2-lane; collector	Improve Circulation	Relieve Congestion
Visalia	Walnut Avenue	Widen existing roadway	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	Riggin/St Johns Parkway to Shannon Parkway; 0.3 m	New 4-lane; arterial	Improve Circulation	Relieve Congestion
Visalia	Shannon Parkway	Construct new roadway	Dinuba Blvd. (SR 63) to Santa Fe; 0.5 mi.	New 2-lane; collector	Improve Circulation	Relieve Congestion
Visalia	St Johns Parkway	Construct new roadway	McAuliff to Rd 148; 0.5 mi.	New 2-lane; collector	Improve Circulation	Relieve Congestion
Visalia	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	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
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 Av	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

Table 3-10
Project Justification for Local Funded Roads
Tulare County 2014 Regional Transportation Plan

Agency	Facility	Project Scope	Project Limits	Type of Improvement	Purpose	Need
VISALIA - CANDIDATE PROJECTS						
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 Riggin Ave	Giddings St at Riggin Ave	Giddings St at Riggin Ave	Traffic Signal	Improve Circulation	Safety
Visalia	Central St at Tulare Ave	Central St at Tulare Ave	Central St at Tulare Ave	Traffic Signal	Improve Circulation	Safety
Visalia	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 Whitnedale Ave	University St at Whitnedale Ave	University St at Whitnedale Ave	Traffic Signal	Improve Circulation	Safety
Visalia	Crenshaw St at Whitendale Ave	Crenshaw St at Whitendale Ave	Crenshaw St at Whitendale Ave	Traffic Signal	Improve Circulation	Safety
Visalia	Ferguson Ave at Linwood St	Ferguson Ave at Linwood St	Ferguson Ave at Linwood St	Traffic Signal	Improve Circulation	Safety
Visalia	Akers St at Riggin Ave	Akers St at Riggin Ave	Akers St at Riggin 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 Riggin Ave	County Center at Riggin Ave	County Center at Riggin 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 2014 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 88 to Ave 124	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Caltrans	SR 65	Widen existing roadway	6.1/11.4 Ducor - Orris UP to Ave 92	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Caltrans	SR 65	Widen existing roadway	0.0/.6.6 County Line to Ave 56	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Caltrans	SR 65/SR 245	Widen existing roadway	36.8/38.3 Near Exeter-from Rocky Hill Dr to Ave 300	Construct 2 ln exwy on 4 ln alignment	Improve Circulation	Relieve Congestion
Caltrans	SR 65	Widen existing roadway	35.3/36.8 Near Exeter-from Ave 268 to Rocky Hill Dr	Construct 2 ln exwy on 4 ln alignment	Improve Circulation	Relieve Congestion
Caltrans	SR 65	Widen existing roadway	32.3/35.3 Near Exeter-from Ave 244 to Ave 268	Construct 2 ln exwy on 4 ln alignment	Improve Circulation	Relieve Congestion
Caltrans	SR 65	Widen existing roadway	29.5/32.3 Near Lindsay-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 - .9m S of W Visalia OH to Goshen Overhead	Widen from 4 to 6 lanes	Increase Capacity	Relieve Congestion
Caltrans	SR 99	Widen existing roadway	35.2/37.3 Visalia - 1.2m S of Ave 280 to .9m S of W Visalia OH	Widen from 4 to 6 lanes	Increase Capacity	Relieve Congestion
Caltrans	SR 99	Widen existing roadway	30.6/35.2 Tulare/Tagus - Prosperity Ave to 1.2m S of Ave 280	Widen from 4 to 6 lanes	Increase Capacity	Relieve Congestion
Caltrans	SR 99	Widen existing roadway	25.5/30.6 Tulare - Avenue 200 to Prosperity Ave	Widen from 4 to 6 lanes	Increase Capacity	Relieve Congestion
Caltrans	SR 99	Widen existing roadway	16.0/25.5 South of Tipton to Avenue 200	Widen from 4 to 6 lanes	Increase Capacity	Relieve Congestion
Caltrans	SR 190	Widen existing roadway	8.5/15.0 Poplar/Porterville - Rte 65 to Road 184	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Caltrans	SR 190	Widen existing roadway	15.5/16.5 Porterville - SR-65 to Main St	Widen from 4 to 6 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 (.6mi south of Cartmill to .7mi north)	Modify interchange and widen bridge structu	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 Shirk 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 Road 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	SR 198/Road 164	Major I/C improvements	SR-198 at Road 164 (Farmersville Blvd.)	Add roundabouts at eastbound on/off ramps	Improve Circulation	Safety - Relieve Congestion
Caltrans	SR 198/Road 164	Major I/C Improvements	SR-198 at Road 164 (Farmersville Blvd.)	Add roundabouts at westbound on/off ramp	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	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
Porterville	Westwood St	Widen existing road/bridge	South of Orange Ave to South of Tule River	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
TULARE - CANDIDATE PROJECTS						
Tulare	Bardsley Ave.	New over crossing	Bardsley Ave @ UPRR	New bridge structure	Improve Circulation	Safety
VISALIA - CANDIDATE PROJECTS						
Visalia	Riggin Avenue	Widen existing roadway	Road 80 to SR-63	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
WOODLAKE - CANDIDATE PROJECTS						
Woodlake						
COUNTY - CANDIDATE PROJECTS						
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 Akers	Widen from 2 to 4 lanes & I/C improve.	Increase Capacity	Relieve Congestion
County	Avenue 280	Widen existing roadway	Santa Fe (Visalia) to Orange (Exeter)	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion

Table 3-12
Unconstrained Projects List - Project Justification
Tulare County 2014 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
Caltrans	SR 99	Operational Improvements	Bardsley to Hillman/Prosperity	Add Auxilliary Lanes	Improve Circulation	Safety - Relieve Congestion
Caltrans	SR 190	Widen existing roadway	Road 184 to SR-99	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Caltrans	SR 63	Widen existing roadway	Visalia to SR-201	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Caltrans	SR 63	Widen existing roadway	Tulare to Visalia	Widen from 4 to 6 lanes	Increase Capacity	Relieve Congestion
Caltrans	SR 198	Widen existing roadway	SR-99 to Lovers Ln	Widen from 4 to 6 lanes	Increase Capacity	Relieve Congestion
DINUBA - 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	Henderson Ave.	Widen existing roadway	Friant-Kern Canal to Newcomb St. 0.56mi	Complete 4-lane Arterial	Increase Capacity	Relieve Congestion
Porterville	Henderson Ave.	Widen existing roadway	Prospect St. to Indiana St. 0.5mi	Widen to 6-lane Major Arterial	Increase Capacity	Relieve Congestion
Porterville	Hillcrest St.	Widen existing roadway	Teapot Dome Ave. to Ave 140 1.5mi	Complete 4-lane Arterial	Increase Capacity	Relieve Congestion
Porterville	Indiana Ave.	Widen existing roadway	Ave 128 to Poplar Ave 1.75mi	Complete 4-lane Arterial	Increase Capacity	Relieve Congestion
Porterville	Indiana Ave.	Construct new roadway	Bridge over Tule River	New Construction	Improve Circulation	Relieve Congestion
Porterville	Indiana Ave.	Widen existing roadway	Vandalia Ave to Springville Ave	Widen to 4-lane Arterial	Increase Capacity	Relieve Congestion
Porterville	Indiana Ave.	Widen existing roadway	Union Ave to Olive Ave	Widen to 4-lane Arterial	Increase Capacity	Relieve Congestion
Porterville	Main St.	Widen existing roadway	Henderson Ave. to Ave 81	Widen to 4-lane Arteriral	Increase Capacity	Relieve Congestion
Porterville	Newcomb St.	Widen existing roadway	Teapot Dome Ave. to SR190	Complete 4-lane Arterial	Increase Capacity	Relieve Congestion
Porterville	Newcomb St.	Construct new roadway	SR190 to Tule River	New Construction	Improve Circulation	Relieve Congestion
Porterville	Newcomb St.	Construct new roadway	Bridge over Tule River	New Construction	Improve Circulation	Relieve Congestion
Porterville	North Grand Ave./Reid Ave.	Widen existing roadway	SR 65 to Plano St.	Widen to 4-lane Arteriral	Increase Capacity	Relieve Congestion
Porterville	Olive Ave.	Construct new roadway	Bridge over Tule River	New Construction	Improve Circulation	Relieve Congestion
Porterville	Olive Ave.	Widen existing roadway	Tule River to Elderwood St	Widen to 4-lane Arterial	Increase Capacity	Relieve Congestion
Porterville	Olive Ave.	Widen existing roadway	Prospect St. to Indiana St.	Widen to 6-lane Major Arterial	Increase Capacity	Relieve Congestion
Porterville	Plano St.	Widen existing roadway	Henderson Ave. to Reid Ave.	Complete 4-lane Arterial	Increase Capacity	Relieve Congestion
Porterville	Prospect St.	Widen existing roadway	Mulberry Ave. to Westfield Ave.	Widen to 4-lane Arterial	Increase Capacity	Relieve Congestion
Porterville	Teapot Dome Ave.	Widen existing roadway	Newcomb St. to S. Main St	Widen to 4-lane Arterial	Increase Capacity	Relieve Congestion
Porterville	Foothill Parkway	Construct new roadway	Reid Ave to Road 184	New Construction	Improve Circulation	Relieve Congestion
Porterville	Hillcrest Parkway	Construct new roadway	Foothill Parkway to Ave 176	New Construction	Improve Circulation	Relieve Congestion
Porterville	Mentz Ave. Extension	Construct new roadway	Newcomb St. to Hillcrest St.	New Construction	Improve Circulation	Relieve Congestion
Porterville	Teapo Dome Parkway	Construct new roadway	Hillcrest St. to Road 284	New Construction	Improve Circulation	Relieve Congestion
Porterville	Reid Ave	Reid Ave at Lime St	Reid Ave at Lime St	Traffic Signal	Improve Circulation	Safety
Porterville	Reid Ave	Reid Ave at Plano St	Reid Ave at Plano St	Traffic Signal	Improve Circulation	Safety
Porterville	Westfield Ave	Westfield Ave at Foothill Parkway	Westfield Ave at Foothill Parkway	Traffic Signal	Improve Circulation	Safety
Porterville	Morton Ave.	Morton Ave at Foothill Parkway	Morton Ave at Foothill Parkway	Traffic Signal	Improve Circulation	Safety
Porterville	Foothill Parkway	Foothill Parkway at Doyle St	Foothill Parkway at Doyle St	Traffic Signal	Improve Circulation	Safety
Porterville	Success Dr	Success Dr at Doyle St	Success Dr at Doyle St	Traffic Signal	Improve Circulation	Safety
Porterville	Foothill Parkway	Foothill Parkway at Rd 284	Foothill Parkway at Rd 284	Traffic Signal	Improve Circulation	Safety
Porterville	Indiana St	Indiana St at Gibbons Ave	Indiana St at Gibbons Ave	Traffic Signal	Improve Circulation	Safety
Porterville	Gibbons Ave.	Gibbons at Jaye St	Indiana St at Jaye St	Traffic Signal	Improve Circulation	Safety
Porterville	Gibbons Ave.	Gibbons Ave at Main St	Gibbons Ave at Main St	Traffic Signal	Improve Circulation	Safety
Porterville	Plano St.	Plano St at Worth Ave	Plano St at Worth Ave	Traffic Signal	Improve Circulation	Safety
Porterville	Hillcrest St.	Hillcrest St at Worth Ave	Hillcrest St at Worth Ave	Traffic Signal	Improve Circulation	Safety
Porterville	Scranton Ave.	Scranton Ave at West St	Scranton Ave at West St	Traffic Signal	Improve Circulation	Safety
Porterville	Scranton Ave.	Scranton Ave at Westwood St	Scranton Ave at Westwood St	Traffic Signal	Improve Circulation	Safety
Porterville	Scranton Ave.	Scranton Ave at Newcomb St	Scranton Ave at Newcomb St	Traffic Signal	Improve Circulation	Safety
Porterville	Scranton Ave.	Scranton Ave at Indiana St	Scranton Ave at Indiana St	Traffic Signal	Improve Circulation	Safety
Porterville	Scranton Ave.	Scranton Ave at Plano St	Scranton Ave at Plano St	Traffic Signal	Improve Circulation	Safety
Porterville	Scranton Ave.	Scranton Ave at Hillcrest St	Scranton Ave at Hillcrest St	Traffic Signal	Improve Circulation	Safety
Porterville	Teapot Dome Ave.	Teapot Dome Ave at West St	Teapot Dome Ave at West St	Traffic Signal	Improve Circulation	Safety
Porterville	Teapot Dome Ave.	Teapot Dome Ave at Westwood St	Teapot Dome Ave at Westwood St	Traffic Signal	Improve Circulation	Safety
Porterville	Teapot Dome Ave.	Teapot Dome Ave at Newcomb St	Teapot Dome Ave at Newcomb St	Traffic Signal	Improve Circulation	Safety
Porterville	Teapot Dome Ave.	Teapot Dome Ave at Indiana St	Teapot Dome Ave at Indiana St	Traffic Signal	Improve Circulation	Safety
Porterville	Teapot Dome Ave.	Teapot Dome Ave at Plano St	Teapot Dome Ave at Plano St	Traffic Signal	Improve Circulation	Safety
Porterville	Teapot Dome Ave.	Teapot Dome Ave at Hillcrest St	Teapot Dome Ave at Hillcrest St	Traffic Signal	Improve Circulation	Safety
Porterville	Teapot Dome Parkway	Teapot Dome Parkway at Tulsa St	Teapot Dome Parkway at Tulsa St	Traffic Signal	Improve Circulation	Safety
Porterville	Teapot Dome Parkway	Teapot Dome Parkway at Doyle St	Teapot Dome Parkway at Doyle St	Traffic Signal	Improve Circulation	Safety
Porterville	Prospect St.	Widen existing roadway	Prospect St Bridge at Porter Slough	Bridge Widening	Increase Capacity	Relieve Congestion
Porterville	Villa St	Widen existing roadway	Villa St Bridge at Porter Slough	Bridge Widening	Increase Capacity	Relieve Congestion
Porterville	Putnam Ave.	Widen existing roadway	Putnam Ave Bridge at Porter Slough	Bridge Widening	Increase Capacity	Relieve Congestion
Porterville	Plano St.	Widen existing roadway	Plano St Bridge at Porter Slough	Bridge Widening	Increase Capacity	Relieve Congestion
Porterville	Leggett St.	Widen existing roadway	Leggett St Bridge at Porter Slough	Bridge Widening	Increase Capacity	Relieve Congestion
Porterville	Park St.	Widen existing roadway	Park St Bridge at Porter Slough	Bridge Widening	Increase Capacity	Relieve Congestion
Porterville	Cottage Ave.	Widen existing roadway	Cottage Ave Bridge at Porter Slough	Bridge Widening	Increase Capacity	Relieve Congestion

Table 3-12
Unconstrained Projects List - Project Justification
Tulare County 2014 Regional Transportation Plan

Agency	Facility	Project Scope	Project Limits	Type of Improvement	Purpose	Need
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
Tulare	Oakmore St.	Widen existing roadway	Tulare Ave. to Prosperity Ave.	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Tulare	Oakmore St.	Widen existing roadway	Prosperity Ave. to Cartmill Ave.	Reconstruct to 4 lanes	Increase Capacity	Relieve Congestion
Tulare	Cartmill Ave.	Widen existing roadway	Enterprise St. to West St.	Reconstruct to 4 lanes	Increase Capacity	Relieve Congestion
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
Visalia	Avenue 276 (Visalia Pkwy)	Construct new roadway	Ben Maddox to Rd 148; 2 mi.	New 2-lane; collector	Improve Circulation	Relieve Congestion
Visalia	Avenue 276 (Visalia Pkwy)	Construct new roadway	Demaree to Ben Maddox; 3 mi.	New 4-lane; Arterial	Improve Circulation	Relieve Congestion
Visalia	Avenue 316	Construct new roadway	Plaza to Chinowth; 3.2 mi.	New 2-lane; collector	Improve Circulation	Relieve Congestion
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 2014 Regional Transportation Plan

RTP Project ID#	CTIPS Project ID#	Jurisdiction	NA	Facility	Project Scope	Length	Type of Improvement	Exempt Status	RS	OT	Year(s) Modeled							Fund Type	Cost Constant	Cost Year of Expend.
1	2	3	4	5	6	7	8	9	10	11								13	14	15
											2014	2017	2020	2023	2025	2032	2035	2040			
CITY OF DINUBA - CANDIDATE PROJECTS																				
DI-RTP07-001	NA	Dinuba	SJV	Ventura St.	Construct new roadway	M St. to Uruapan Dr.; .1 mi.	New 2-lane/signal/RR xing	0	Y	2018			x	x	x	x	x	x	Local	$906	$1,018
DI-RTP07-002	NA	Dinuba	SJV	Saginaw St.	Construct new roadway	Lyndsay to Viscaya; .1 mi.	New 2-lane/signal/RR xing	0	Y	2018			x	x	x	x	x	x	Pvt	$1,000	$1,122
DI-RTP07-003	NA	Dinuba	SJV	Rd. 72	Construct new roadway	Sierra to Kamm Ave; .6 mi.	New 2-lane	0	Y	2020			x	x	x	x	x	x	Local/Pvt	$2,035	$2,408
DI-RTP07-004	NA	Dinuba	SJV	East Crawford	Widen existing roadway	Nebraska to Davis; .3 mi.	Widen	0	Y	2020			x	x	x	x	x	x	Private	$516	$611
DI-RTP07-005	NA	Dinuba	SJV	Nebraska	Widen existing roadway	Marks Drive to Crawford; .4 mi.	Widen	0	Y	2020			x	x	x	x	x	x	Private	$705	$835
DI-RTP07-007	NA	Dinuba	SJV	Crawford	Widen/reconstruct existing roadway	San Antonio to Kamm; .2 mi.	Widen/Reconstruct	0	Y	2015		x	x	x	x	x	x	x	Private	$774	$793
DI-RTP07-008	NA	Dinuba	SJV	Kamm Ave	Widen/reconstruct existing roadway	Crawford to Railroad; .25 mi.	Widen/Reconstruct	0	Y	2015		x	x	x	x	x	x	x	Private	$1,101	$1,128
DI-RTP07-009	NA	Dinuba	SJV	Kamm/Rd 72	Kamm at Rd 72	Kamm at Rd 72	Traffic Signal			2020									Local/Pvt	$625	$741
DI-RTP07-010	NA	Dinuba	SJV	Kamm/Crawford	Kamm at Crawford	Kamm at Crawford	Traffic Signal			2020									City/Pvt	$625	$741
DI-RTP07-011	NA	Dinuba	SJV	Crawford/Nebraska	Crawford at Nebraska	Crawford at Nebraska	Traffic Signal			2020									City/Pvt	$625	$741
DI-RTP07-012	NA	Dinuba	SJV	Nebraska/Rd. 72	Nebraska at Rd. 72	Nebraska at Rd. 72	Traffic Signal			2020									City/Pvt	$645	$764
DI-RTP07-013	NA	Dinuba	SJV	M St./Tulare	M St. at Tulare	M St. at Tulare	Traffic Signal			2020									City/Pvt	$833	$988
DI-RTP07-014	NA	Dinuba	SJV	Lincoln/H St. at M St.	Lincoln/H St. at El Monte Way	El Monte Way	Traffic Signal			2018									MR	$695	$775
DI-RTP11-001	NA	Dinuba	SJV	Kamm Ave	Widen/reconstruct existing roadway	Rd. 80 to Rd. 56, 3 mi.	Widen/Reconstruct	0	Y	2030						x	x	x	Local	$10,366	$16,516
DI-RTP11-002	NA	Dinuba	SJV	Nebraska	Widen/reconstruct existing roadway	Rd. 80 to Rd. 64, 2 mi.	Widen/Reconstruct	0	Y	2030						x	x	x	Local	$6,914	$11,016
DI-RTP11-003	NA	Dinuba	SJV	Sierra Way	Widen/reconstruct existing roadway	Rd. 72 to Rd. 70, .25 mi.	Widen/Reconstruct	0	Y	2015		x	x	x	x	x	x	x	Local	$280	$288
DI-RTP11-004	NA	Dinuba	SJV	Sierra Way	Widen existing roadway	Arkona to Rd. 72, .75 mi.	Widen	0	Y	2015		x	x	x	x	x	x	x	Local	$2,000	$2,051
DI-RTP11-005	NA	Dinuba	SJV	Rd. 72	Widen/reconstruct existing roadway	El Monte Way to Nebraska, 1 mi.	Widen/Reconstruct	0	Y	2035							x	x	Local	$4,593	$8,482
DI-RTP11-006	NA	Dinuba	SJV	Rd. 64	Widen/reconstruct existing roadway	El Monte Way to Nebraska, 1 mi.	Widen/Reconstruct	0	Y	2035							x	x	Local	$3,313	$6,120
DI-RTP11-007	NA	Dinuba	SJV	Crawford	Widen/reconstruct existing roadway	Nebraska to Ave. 428, .5 mi.	Widen/Reconstruct	0	Y	2035							x	x	Local	$2,391	$4,414
																				$40,941	**$61,550**
CITY OF EXETER - CANDIDATE PROJECTS																				
No projects	No projects																			
CITY OF FARMERSVILLE - CANDIDATE PROJECTS																				
FA-RTP07-001	NA	Farmersville	SJV	Farmersville Blvd.	Farmersville Blvd.	Walnut Ave to Noble Ave. - 1 mi	Widen from 2 to 4 lanes	0	Y	2014	x	x	x	x	x	x	x	x	Measure R	$9,230	$9,230
FA-RTP07-002	NA	Farmersville	SJV	Walnut Ave. & Freedom Dr.	Walnut Ave. & Freedom Dr.	Walnut Ave. & Freedom Dr.	Traffic Signal			2014									Measure R	$298	$298
FA-RTP07-004	NA	Farmersville	SJV	Visalia Road & Steven	Visalia Road & Steven	Visalia Road & Steven	Traffic Signal			2015									Pvt /Local	$298	$305
FA-RTP07-005	NA	Farmersville	SJV	Walnut Ave. & Ventura	Walnut Ave. & Ventura	Walnut Ave. & Ventura	Traffic Signal			2017									Pvt/Local	$298	$323
FA-RTP07-006	NA	Farmersville	SJV	Farmersville Blvd. & Noble Ave.	Farmersville Blvd. & Noble Ave.	Farmersville Blvd. & Noble Ave.	Traffic Signal			2014									Measure R	$1,471	$1,471
FA-RTP-14-002	NA	Farmersville	SJV	Visalia Road	Operational Improvements	Virginia to Brundage - 1.25mi	Turn lanes, medians	0	Y	2014									Measure R	$2,560	$2,560
FA-RTP07-008	NA	Farmersville	SJV	Farmersville Industrial Parkway	Farmersville Industrial Parkway	Farmersville Blvd. to Hacienda Ave. - .4 mi	New 2 lane roadway	0	Y	2015		x	x	x	x	x	x	x	Pvt/Local	$1,134	$1,153
																				$15,287	**$15,339**
CITY OF LINDSAY - CANDIDATE PROJECTS																				
LI-RTP011-002	NA	Lindsay	SJV	Sierra View St	Construct New Roadway	Foothill Ave to Strathmore Ave	New 2-ln collector	1	Y	2015		x	x	x	x	x	x	x	Local	$2,175	$2,225
LI-RTP011-003	NA	Lindsay	SJV	Fir St	Construct New Roadway	Sequoia Ave to Bellah Ave	New 2-ln collector	2	Y	2020			x	x	x	x	x	x	Local	$4,675	$5,542
																				$6,850	**$7,768**
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 2014 Regional Transportation Plan

RTP Project ID#	CTIPS Project ID#	Jurisdiction	NA	Facility	Project Scope	Length	Type of Improvement	Exempt Status	RS	OT	Year(s) Modeled							Fund Type	Cost Constant	Cost Year of Expend.
1	2	3	4	5	6	7	8	9	10	11								13	14	15
											2014	2017	2020	2023	2025	2032	2035	2040			
CITY OF PORTERVILLE - CANDIDATE PROJECTS																				
PO-RTP07-001	NA	Porterville	SJV	Westwood St.	Widen existing roadway	Henderson Ave. to Friant-Kern Canal	Widen from 2 to 4 lanes	0	Y	2014	x	x	x	x	x	x	x	x	Local	$1,394	$1,394
PO-RTP07-005	NA	Porterville	SJV	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	x	x	x	Local	$1,413	$1,445
PO-RTP14-002	NA	Porterville	SJV	Hillcrest St.	Construct new roadway	Ave 140 to SR190 0.47mi	New Construction	0	Y	2021				x	x	x	x	x	Local	$2,153	$2,625
PO-RTP14-003	NA	Porterville	SJV	Hillcrest St.	Construct new roadway	SR190 to Tule River	New Construction	0	Y	2021				x	x	x	x	x	Local	$818	$993
PO-RTP14-004	NA	Porterville	SJV	Hillcrest St.	Construct new roadway	Bridge over Tule River	New Construction	0	Y	2021				x	x	x	x	x	Local	$6,398	$7,814
PO-RTP14-005	NA	Porterville	SJV	Hillcrest St.	Construct new roadway	Tule River to Roby Ave. 0.5mi	New Construction	0	Y	2021				x	x	x	x	x	Local	$2,224	$2,711
PO-RTP14-006	NA	Porterville	SJV	Hillcrest St.	Widen existing roadway	Roby Ave to Olive Ave 0.25mi	Widen to 4-lane Arterial	0	Y	2026						x	x	x	Local	$451	$636
PO-RTP14-007	NA	Porterville	SJV	Hillcrest St.	Construct new roadway	Olive Ave to Putnam Ave 0.25mi	New Construction	0	Y	2026						x	x	x	Local	$1,113	$1,573
PO-RTP14-008	NA	Porterville	SJV	Hillcrest St.	Widen existing roadway	Putnam Ave to Thurman Ave	Complete 4-lane Arterial	0	Y	2026						x	x	x	Local	$447	$631
PO-RTP14-009	NA	Porterville	SJV	Hillcrest St.	Construct new roadway	Thurman Ave to Morton Ave	New Construction	0	Y	2026						x	x	x	Local	$463	$653
PO-RTP14-010	NA	Porterville	SJV	Jaye St.	Widen existing roadway	Springville Dr. to Tule River	Widen to 4-lane Arterial	0	Y	2018			x	x	x	x	x	x	Local	$148	$166
PO-RTP14-011	NA	Porterville	SJV	Jaye St.	Widen existing roadway	Tule River to Date Ave	Widen to 4-lane Arterial	0	Y	2018			x	x	x	x	x	x	Local	$95	$107
PO-RTP14-012	NA	Porterville	SJV	North Grand Ave.	Widen existing roadway	Prospect St. to SR 65	Widen to 4-lane Arteriral	0	Y	2036								x	Local	$375	$712
PO-RTP14-013	NA	Porterville	SJV	Olive Ave.	Widen existing roadway	Friant-Kern Canal to Tule River	Widen to 4-lane Arteriral	0	Y	2036								x	Local	$4,360	$8,293
PO-RTP14-014	NA	Porterville	SJV	Plano St.	Widen existing roadway	Scranton Ave. to SR 190	Widen to 4-lane Arteriral	0	Y	2040								x	Local	$5,948	$12,738
PO-RTP14-015	NA	Porterville	SJV	Springville Dr.	Widen existing roadway	Indiana St. to East of Jaye St	Widen to 4-lane Arterial	0	Y	2018		x	x	x	x	x	x	x	Local	$499	$556
PO-RTP14-016	NA	Porterville	SJV	Westwood St.	Widen existing roadway	SR 190 to Tule River	Widen to 4-lane Arterial	0	Y	2040								x	Local	$5,470	$11,717
PO-RTP14-017	NA	Porterville	SJV	Westwood St.	Widen existing roadway	Tule River to Roby Ave.	Widen to 4-lane Arterial	0	Y	2036							x	x	Local	$419	$796
PO-RTP14-018	NA	Porterville	SJV	Morton Ave.	Morton at Mathew St	Morton at Mathew St	Traffic Signal			2018									Local	$306	$342
PO-RTP14-019	NA	Porterville	SJV	Henderson Ave.	Henderson at Mathew St	Henderson at Mathew St	Traffic Signal			2018									Local	$306	$342
PO-RTP14-020	NA	Porterville	SJV	Henderson Ave.	Henderson At Plano St	Henderson At Plano St	Traffic Signal			2024									Local	$306	$408
PO-RTP14-021	NA	Porterville	SJV	Mulberry Ave	Mulberry at Newcomb St	Mulberry at Newcomb St	Traffic Signal			2018									Local	$306	$342
PO-RTP14-022	NA	Porterville	SJV	Westfield Ave	Westfield at Westwood St	Westfield at Westwood St	Traffic Signal			2018									Local	$306	$342
PO-RTP14-023	NA	Porterville	SJV	Westfield Ave	Westfield at Mathew St	Westfield at Mathew St	Traffic Signal			2018									Local	$306	$342
PO-RTP14-024	NA	Porterville	SJV	Westfield Ave	Westfield at Indiana St	Westfield at Indiana St	Traffic Signal			2024									Local	$306	$408
PO-RTP14-025	NA	Porterville	SJV	Westfield Ave	Westfield at Main St	Westfield at Main St	Traffic Signal			2026									Local	$306	$433
PO-RTP14-026	NA	Porterville	SJV	North Grand Ave	North Grand at Newcomb St	North Grand at Newcomb St	Traffic Signal			2026									Local	$306	$433
PO-RTP14-027	NA	Porterville	SJV	North Grand Ave	North Grand at Prospect	North Grand at Prospect	Traffic Signal			2036									Local	$306	$582
PO-RTP14-028	NA	Porterville	SJV	North Grand Ave	North Grand at Main St	North Grand at Main St	Traffic Signal			2026									Local	$306	$433
PO-RTP14-029	NA	Porterville	SJV	Newcomb St.	Newcbomb St at Pioneer Ave	Newcomb St at Pioneer Ave	Traffic Signal			2024									Local	$323	$430
PO-RTP14-030	NA	Porterville	SJV	Prospect St.	Prospect St at Pioneer Ave	Prospect St at Pioneer Ave	Traffic Signal			2024									Local	$306	$408
PO-RTP14-031	NA	Porterville	SJV	Westfield Ave	Westfield Ave at Plano St	Westfield Ave at Plano St	Traffic Signal			2036									Local	$306	$582
PO-RTP14-032	NA	Porterville	SJV	Morton Ave.	Morton Ave at Hillcrest St	Morton Ave at Hillcrest St	Traffic Signal			2026									Local	$306	$433
PO-RTP14-033	NA	Porterville	SJV	Olive Ave.	Olive Ave at Hillcrest St	Olive Ave at Hillcrest St	Traffic Signal			2026									Local	$323	$456
PO-RTP14-034	NA	Porterville	SJV	Indiana St	Indiana St at Springville Dr	Indiana St at Springville Dr	Traffic Signal			2018									Local	$899	$972
PO-RTP14-035	NA	Porterville	SJV	Main St.	Main St at Hwy 190 On Ramp	Main St at Hwy 190 On Ramp	Traffic Signal			2021									Local	$306	$374
PO-RTP14-036	NA	Porterville	SJV	Main St.	Main St at Hwy 190 Off Ramp	Main St at Hwy 190 Off Ramp	Traffic Signal			2021									Local	$306	$374
PO-RTP14-037	NA	Porterville	SJV	Hillcrest St.	Hillcrest St at Springville Dr	Hillcrest St at Springville Dr	Traffic Signal			2024									Local	$306	$408
PO-RTP14-038	NA	Porterville	SJV	Westwood St	Widen existing roadway	Westwood St Bridge at Porter Slough	Bridge Widening	0	Y	2014	x	x	x	x	x	x	x	x	Local	$405	$405
																				41,336	**64,813**

Table 3-13
LOCAL FUNDED ROADS
Constrained Capacity Increasing Projects for Inclusion in the
Tulare County 2014 Regional Transportation Plan

RTP Project ID#	CTIPS Project ID#	Jurisdiction	NA	Facility	Project Scope	Length	Type of Improvement	Exempt Status	RS	OT	Year(s) Modeled							Fund Type	Cost Constant	Cost Year of Expend.
1	2	3	4	5	6	7	8	9	10	11								13	14	15
											2014	2017	2020	2023	2025	2032	2035	2040			
CITY OF TULARE - CANDIDATE PROJECTS																				
TU-RTP07-004	NA	Tulare	SJV	Blackstone Drive	Construct new roadway	Paige Ave. to "K" St.; 1 mi.	New Construction	0	Y	2020			x	x	x	x	x	x	Local	$2,158	$2,551
TU-RTP07-007	NA	Tulare	SJV	Bardsley Ave.	Widen existing roadway	West St. to Pratt St.; 05 mi.	Widen from 2 to 4 lanes	0	Y	2020			x	x	x	x	x	x	Local	$1,268	$1,503
TU-RTP07-010	NA	Tulare	SJV	Bardsley Ave.	Widen existing roadway	Irwin St. to Mooney Blvd.; .3 mi.	Widen from 2 to 4 lanes	0	Y	2020			x	x	x	x	x	x	Local	$120	$142
TU-RTP07-011	NA	Tulare	SJV	Bardsley Ave.	Widen existing roadway	Mooney Blvd. to Oakmore St.; .9 mi.	Widen from 2 to 4 lanes	0	Y	2025					x	x	x	x	Local	$598	$821
TU-RTP07-013	NA	Tulare	SJV	Cross Ave.	Widen existing roadway	"O" St. to Blackstone St.; .7 mi.	Widen from 2 to 4 lanes	0	Y	2030						x	x	x	Local	$375	$595
TU-RTP07-014	NA	Tulare	SJV	Cross Ave.	Widen existing roadway	Tulare Drive to West St.; .5 mi.	Widen from 2 to 4 lanes	0	Y	2020			x	x	x	x	x	x	Local	$681	$807
TU-RTP07-015	NA	Tulare	SJV	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	x	x	x	Local	$101	$104
TU-RTP07-017	NA	Tulare	SJV	Prosperity Ave.	Widen existing roadway	Enterprise St. to "J" St.; 1.8 mi.	Widen from 2 to 4 lanes	0	Y	2035							x	x	Local	$4,935	$9,096
TU-RTP07-018	NA	Tulare	SJV	Prosperity Ave.	Widen existing roadway	Oaks St. to West William St.; .2 mi.	Widen from 2 to 4 lanes	0	Y	2025					x	x	x	x	Local	$47	$64
TU-RTP07-019	NA	Tulare	SJV	Prosperity Ave.	Widen existing roadway	Solaria St. to Mooney Blvd.	Widen from 4 to 6 lanes	0	Y	2015		x	x	x	x	x	x	x	Local	$208	$212
TU-RTP07-020	NA	Tulare	SJV	Prosperity Ave.	Widen existing roadway	Mooney Blvd. to Oakmore St.; .9 mi.	Widen from 2 to 4 lanes	0	Y	2025					x	x	x	x	Local	$6,330	$8,688
TU-RTP07-021	NA	Tulare	SJV	Cartmill Ave.	Widen existing roadway	Akers St. to Mooney Blvd.	Widen from 2 to 4 lanes	0	Y	2016		x	x	x	x	x	x	x	Local	$10,289	$10,830
TU-RTP07-022	NA	Tulare	SJV	Paige Ave.	Widen existing roadway	West St. to Laspina St.; 2.5 mi.	Widen from 2 to 4 lanes	0	Y	2016		x	x	x	x	x	x	x	Local	$15,905	$16,744
TU-RTP07-023	NA	Tulare	SJV	Foster Drive	Widen existing roadway	Laspina St. to Mooney Blvd.; .6 mi.	Widen from 2 to 4 lanes	0	Y	2017		x	x	x	x	x	x	x	Local	$4,460	$4,833
TU-RTP07-024	NA	Tulare	SJV	West St.	Widen existing roadway	Bardsley Ave. to Sonora Ave.; .3 mi.	Widen from 2 to 4 lanes	0	Y	2020			x	x	x	x	x	x	Local	$280	$331
TU-RTP07-025	NA	Tulare	SJV	West St.	Widen existing roadway	Inyo Ave. to Prosperity Ave.; 1 mi. (partial)	Widen from 2 to 4 lanes	0	Y	2020			x	x	x	x	x	x	Local	$631	$752
TU-RTP07-026	NA	Tulare	SJV	"E" St.	Widen existing roadway	Pleasant Ave. to Elster Ave.	Widen from 2 to 4 lanes	0	Y	2025					x	x	x	x	Local	$3,426	$4,699
TU-RTP07-027	NA	Tulare	SJV	"K" St.	Widen existing roadway	Rankin Ave to Paige Ave.; 1.3 mi. (partial)	Widen from 2 to 4 lanes	0	Y	2025					x	x	x	x	Local	$2,051	$2,821
TU-RTP07-028	NA	Tulare	SJV	"J" St.	Widen existing roadway	Lynn Ave. to Cartmill Ave.; .8 mi.	Widen from 2 to 4 lanes	0	Y	2020			x	x	x	x	x	x	Local	$2,707	$3,208
TU-RTP07-031	NA	Tulare	SJV	Blackstone St.	Widen existing roadway	Paige Ave. to Bardsley Ave.; 1 mi. (partial)	Widen from 2 to 4 lanes	0	Y	2020			x	x	x	x	x	x	Local	$146	$173
TU-RTP07-032	NA	Tulare	SJV	Laspina St.	Widen existing roadway	Paige Ave. to Aspen Ave.; .2 mi.	Widen from 2 to 4 lanes	0	Y	2020			x	x	x	x	x	x	Local	$151	$179
TU-RTP07-034	NA	Tulare	SJV	Mooney Blvd.	Widen existing roadway	Foster Drive to Tulare Ave.; 1.7 mi. (partial)	Widen from 2 to 4 lanes	0	Y	2020			x	x	x	x	x	x	Local	$1,209	$1,433
TU-RTP07-042	NA	Tulare	SJV	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	x	x	x	Local	$1,067	$1,089
TU-RTP07-043	NA	Tulare	SJV	Tulare Drive	Widen existing roadway	Cross Ave. to West St.; .7 mi. (partial)	Widen from 2 to 4 lanes	0	Y	2020			x	x	x	x	x	x	Local	$267	$317
TU-RTP07-044	NA	Tulare	SJV	Levin Ave.	Construct new roadway	Mooney Blvd. to Oakmore St; .9 mi.	New Construction	0	Y	2025					x	x	x	x	Local	$2,448	$3,359
TU-RTP07-051	NA	Tulare	SJV	Paige Ave. / Canal	Widen existing roadway	Bridge over TID Canal	Widen from 2 to 4 lanes	0	Y	2020			x	x	x	x	x	x	Local	$553	$655
TU-RTP07-052	NA	Tulare	SJV	Cartmill Ave.	Widen existing roadway	Mooney Blvd. to Oakmore; .9 mi.	Widen from 2 to 4 lanes	0	Y	2025					x	x	x	x	Local	$6,409	$8,794
TU-RTP07-053	NA	Tulare	SJV	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	x	x	Local	$3,056	$3,618
TU-RTP07-054	NA	Tulare	SJV	Enterprise St.	Widen existing roadway	S.of Bardsley Ave. to Prosperity Ave.; 2.5 mi.	Widen from 2 to 4 lanes	0	Y	2029						x	x	x	Local	$14,100	$21,773
TU-RTP07-055	NA	Tulare	SJV	West St.	Widen existing roadway	Paige Ave. to Bardsley Ave.; 1 mi.	Widen from 2 to 4 lanes	0	Y	2025					x	x	x	x	Local	$2,733	$3,748
TU-RTP07-056	NA	Tulare	SJV	Blackstone St.	Widen existing roadway	Tulare Ave. to Merritt Ave.	Widen from 2 to 4 lanes	0	Y	2030						x	x	x	Local	$191	$303
TU-RTP07-057	NA	Tulare	SJV	Bardsley Ave.	Widen existing roadway	Enterprise St. to West St.; 1 mi.	Widen from 2 to 4 lanes	0	Y	2025					x	x	x	x	Local	$2,716	$3,725
TU-RTP07-059	NA	Tulare	SJV	Pleasant Ave.	Construct new roadway	SPRR at Grade Crossing	New Construction	0	Y	2025					x	x	x	x	Local	$1,912	$2,624
TU-RTP07-070	NA	Tulare	SJV	Pratt St.	Widen existing roadway	Paige Ave. to Bardsley Ave.	Widen from 2 to 4 lanes	0	Y	2030						x	x	x	Local	$2,795	$4,442
TU-RTP07-071	NA	Tulare	SJV	Bardsley Ave.	Bardsley Ave.	Bardsley Ave. Corridor; 1.7 mi.	Signal Coordination	0	Y	2013									Local	$476	$476
TU-RTP11-052	NA	Tulare	SJV	Kern Ave. / TID Canal	Construct new roadway	Bridge over TID Canal	New Construction	0	Y	2030						x	x	x	Local	$1,931	$3,071
TU-RTP11-001	NA	Tulare	SJV	Akers St.	Construct new roadway	Corvina Ave. to Cartmill Ave.	New Construction	0	Y	2020			x	x	x	x	x	x	Local	$1,856	$2,198
TU-RTP11-002	NA	Tulare	SJV	Akers St.	Realign and widen roadway	Cartmill Ave. to Pacific Ave.	Modify existing roadway.	0	Y	2015		x	x	x	x	x	x	x	Local	$4,949	$5,073
TU-RTP11-003	NA	Tulare	SJV	Akers St.	Widen existing roadway	Pacific Ave. to Oakdale Ave.	Reconstruct to 4 lanes	0	Y	2025					x	x	x	x	Local	$3,467	$4,756

Table 3-13
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Tulare County 2014 Regional Transportation Plan

RTP Project ID#	CTIPS Project ID#	Jurisdiction	NA	Facility	Project Scope	Length	Type of Improvement	Exempt Status	RS	OT	Year(s) Modeled							Fund Type	Cost Constant	Cost Year of Expend.
1	2	3	4	5	6	7	8	9	10	11								13	14	15
											2014	2017	2020	2023	2025	2032	2035	2040			
CITY OF TULARE - CANDIDATE PROJECTS																				
TU-RTP11-004	NA	Tulare	SJV	Bardsley Ave.	Widen existing roadway	Oakmore St. to Road 132	Reconstruct to 4 lanes	0	Y	2025					x	x	x	x	Local	$863	$1,182
TU-RTP11-006	NA	Tulare	SJV	Commercial Ave.	Widen existing roadway	"K" St. to Hwy 99	Widen from 2 to 4 lanes	0	Y	2025					x	x	x	x	Local	$2,967	$4,058
TU-RTP11-007	NA	Tulare	SJV	Commercial Ave.	Construct new roadway	Laspina St. to Turner Dr.	New 6-lane roadway	0	Y	2020			x	x	x	x	x	x	Local	$6,217	$7,353
TU-RTP11-008	NA	Tulare	SJV	Commercial Ave.	Construct new roadway	Turner Dr. to Oakmore St.	New 6-lane roadway	0	Y	2035						x	x		Local	$8,044	$14,812
TU-RTP11-009	NA	Tulare	SJV	Corvina Ave.	Construct new roadway	Akers St. to Hillman St.	New 2-lane roadway	0	Y	2020			x	x	x	x	x	x	Local	$327	$385
TU-RTP11-010	NA	Tulare	SJV	"E" St.	Construct new roadway	Elster Ave. to Cartmill Ave.	New Construction	0	Y	2025					x	x	x	x	Local	$516	$707
TU-RTP11-011	NA	Tulare	SJV	Enterprise St.	Widen existing roadway	Prosperity Ave. to Cartmill Ave.	Reconstruct to 4 lanes	0	Y	2035							x	x	Local	$3,762	$6,923
TU-RTP11-012	NA	Tulare	SJV	"H" St.	Construct new roadway	Paige Ave. to Bardsley Ave.	New 2-lane roadway	0	Y	2020			x	x	x	x	x	x	Local	$3,262	$3,859
TU-RTP11-013	NA	Tulare	SJV	"H" St.	Construct new roadway	Rankin Ave. to Paige Ave.	New 2-lane roadway	0	Y	2036								x	Local	$7,015	$13,292
TU-RTP11-014	NA	Tulare	SJV	"J" St.	Widen existing roadway	Cartmill Ave. to Pacific Ave.	Widen from 2 to 4 lanes	0	Y	2015		x	x	x	x	x	x	x	Local	$2,106	$2,159
TU-RTP11-015	NA	Tulare	SJV	"J" St.	Widen existing roadway	Pacific Ave. to Hwy 99	Widen from 2 to 4 lanes	0	Y	2025					x	x	x	x	Local	$3,739	$5,134
TU-RTP11-017	NA	Tulare	SJV	Laspina St.	Widen existing roadway	Ave. 200 to Tulare Golf Course	Widen from 2 to 4 lanes	0	Y	2025					x	x	x	x	Local	$2,920	$4,008
TU-RTP11-018	NA	Tulare	SJV	Oakmore St.	Construct new roadway	Commercial Ave. to Bardsley Ave.	New 2-lane roadway	0	Y	2035							x	x	Local	$7,131	$13,141
TU-RTP11-019	NA	Tulare	SJV	Oakmore St.	Widen existing roadway	Bardsley Ave. to Tulare Ave.	Reconstruct to 4 lanes	0	Y	2025					x	x	x	x	Local	$6,999	$9,602
TU-RTP11-020	NA	Tulare	SJV	Oakmore St.	Construct new roadway	Tulare Ave. to Prosperity Ave.	New 2-lane roadway	0	Y	2035							x	x	Local	$7,496	$13,808
TU-RTP11-023	NA	Tulare	SJV	Paige Ave.	Widen existing roadway	Enterprise St. to West St.	Reconstruct to 4 lanes	0	Y	2020			x	x	x	x	x	x	Local	$6,759	$8,005
TU-RTP11-024	NA	Tulare	SJV	Tulare Ave.	Widen existing roadway	Enterprise St. to Tulare Dr.	Reconstruct to 4 lanes	0	Y	2025					x	x	x	x	Local	$3,373	$4,629
TU-RTP11-025	NA	Tulare	SJV	West St.	Widen existing roadway	Prosperity Ave. to Cartmill Ave.	Reconstruct to 4 lanes	0	Y	2025					x	x	x	x	Local	$2,737	$3,753
TU-RTP07-001	NA	Tulare	SJV	E St. / Maple Ave.	E St. at Maple Ave.	"E" St. at Maple Ave.	Traffic Signal			2020									Local	$271	$321
TU-RTP07-002	NA	Tulare	SJV	E St. / Prosperity Ave.	E St. at Prosperity Ave.	"E" St. at Prosperity Ave.	Traffic Signal			2013									Local	$536	$536
TU-RTP07-005	NA	Tulare	SJV	Laspina St. / Paige Ave.	Laspina St. / Paige Ave.	Laspina St. at Paige Ave.	Traffic Signal			2014									Local	$298	$298
TU-RTP07-035	NA	Tulare	SJV	Inyo Ave. / West St.	Inyo Ave. at West St.	Inyo Ave. @ West St.	Traffic Signal			2020									Local	$307	$364
TU-RTP07-036	NA	Tulare	SJV	Cross Ave. / Mooney Blvd	Cross Ave. at Mooney Blvd	Cross Ave. @ Mooney Blvd (SR 63)	Traffic Signal			2013									Local	$298	$298
TU-RTP07-037	NA	Tulare	SJV	Prosperity Ave. / West St.	Prosperity Ave. at West St.	Prosperity Ave. @ West St.	Traffic Signal			2015									Local	$301	$309
TU-RTP07-040	NA	Tulare	SJV	Cartmill Ave. / De La Vina St.	Cartmill Ave. at De La Vina St.	Cartmill Ave. @ De La Vina	Traffic Signal			2017									Local	$267	$290
TU-RTP07-041	NA	Tulare	SJV	Pleasant Ave. / "E" St.	Pleasant Ave. at "E" St.	Pleasant Ave. @ "E" St.	Traffic Signal			2025									Local	$277	$380
TU-RTP07-061	NA	Tulare	SJV	Bardsley Ave. / West St.	Bardsley Ave. at West St.	Bardsley Ave. @ West St.	Traffic Signal			2025									Local	$315	$432
TU-RTP07-063	NA	Tulare	SJV	Tulare Ave. / Oakmore St.	Tulare Ave. at Oakmore St.	Tulare Ave. @ Oakmore St.	Traffic Signal			2017									Local	$424	$460
TU-RTP07-064	NA	Tulare	SJV	Paige Ave. / Blackstone St.	Paige Ave. at Blackstone St.	Paige Ave. @ Blackstone St.	Traffic Signal			2015									Local	$301	$309
TU-RTP07-068	NA	Tulare	SJV	Prosperity Ave. / Oaks St.	Prosperity Ave. at Oaks St.	Prosperity Ave. @ Oaks St.	Traffic Signal			2015									Local	$264	$271
TU-RTP07-069	NA	Tulare	SJV	Merritt Ave. / Cherry St.	Merritt Ave. at Cherry St.	Merritt Ave. @ Cherry St.	Traffic Signal			2017									Local	$267	$290
TU-RTP07-072	NA	Tulare	SJV	Merritt Ave. / M St.	Merritt Ave. at M St.	Merritt Ave. @ "M" St.	Traffic Signal			2017									Local	$267	$290
TU-RTP11-026	NA	Tulare	SJV	Alpine Ave. / Mooney Blvd.	Alpine Ave. at Mooney Blvd,	Alpine Ave. @ Mooney Blvd.	Traffic Signal			2020									Local	$271	$321
TU-RTP11-027	NA	Tulare	SJV	Bardsley Ave./"H" St.	Bardsley Ave. at "H" St.	Bardsley Ave. @ "H" St.	Traffic Signal			2025									Local	$277	$380
TU-RTP11-029	NA	Tulare	SJV	Bardsley Ave. / Oakmore St.	Bardsley Ave. at Oakmore St.	Bardsley Ave. @ Oakmore St.	Traffic Signal			2017									Local	$304	$330
TU-RTP11-030	NA	Tulare	SJV	Bardsley Ave./Pratt St.	Bardsley Ave. at Pratt St.	Bardsley Ave. @ Pratt St.	Traffic Signal			2020									Local	$307	$364
TU-RTP11-031	NA	Tulare	SJV	Bella Oaks Ave. / Hwy 63	Bella Oaks Ave. at Hwy 63	Bella Oaks Ave. @ Hwy 63	Traffic Signal			2020									Local	$307	$364
TU-RTP11-032	NA	Tulare	SJV	Cartmill Ave./West St.	Cartmill Ave. at West St.	Cartmill Ave. @ West St.	Traffic Signal			2025									Local	$315	$432
TU-RTP11-033	NA	Tulare	SJV	Cartmill Ave./Akers St.	Cartmill Ave. at Akers St.	Cartmill Ave. @ Akers St.	Traffic Signal			2013									Local	$298	$298
TU-RTP11-034	NA	Tulare	SJV	Cartmill Ave./Retherford St.	Cartmill Ave. at Retherford St.	Cartmill Ave. @ Retherford St.	Traffic Signal			2015									Local	$301	$309

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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.
1	2	3	4	5	6	7	8	9	10	11								13	14	15
											2014	2017	2020	2023	2025	2032	2035	2040			
CITY OF TULARE - CANDIDATE PROJECTS																				
TU-RTP11-035	NA	Tulare	SJV	Commercial Ave./"K" St.	Commercial Ave. at "K" St.	Commercial Ave. @ "K" St.	Traffic Signal			2025									Local	$315	$432
TU-RTP11-036	NA	Tulare	SJV	Commercial Ave./Laspina St.	Commercial Ave. at Laspina St.	Commercial Ave. @ Laspina St.	Traffic Signal			2025									Local	$315	$432
TU-RTP11-037	NA	Tulare	SJV	Commercial Ave./Turner Dr.	Commercial Ave. at Turner Dr.	Commercial Ave. @ Turner Dr.	Traffic Signal			2025									Local	$315	$432
TU-RTP11-038	NA	Tulare	SJV	Corvina Ave./Retherford St.	Corvina Ave. at Retherford St.	Corvina Ave. @ Retherford St.	Roundabout			2020			x	x	x	x	x	x	Local	$1,045	$1,239
TU-RTP11-039	NA	Tulare	SJV	Cross Ave. / "H" St.	Cross Ave. at "H" St.	Cross Ave. @ "H" St.	Traffic Signal			2020									Local	$271	$321
TU-RTP11-040	NA	Tulare	SJV	Foster Dr. / Turner Dr.	Foster Dr. at Turner Dr.	Foster Dr. @ Turner Dr.	Traffic Signal			2017									Local	$304	$330
TU-RTP11-041	NA	Tulare	SJV	Hosfield Dr./Laspina St.	Hosfield Dr. at Laspina St.	Hosfield Dr. @ Laspina St.	Traffic Signal			2030									Local	$321	$511
TU-RTP11-042	NA	Tulare	SJV	Levin Ave./Mooney Blvd.	Levin Ave. at Mooney Blvd.	Levin Ave. @ Mooney Blvd.	Traffic Signal			2025									Local	$277	$380
TU-RTP11-045	NA	Tulare	SJV	Paige Ave. / "H" St.	Paige Ave. at "H" St.	Paige Ave. @ "H" St.	Traffic Signal			2035									Local	$290	$534
TU-RTP11-046	NA	Tulare	SJV	Paige Ave. / Laspina St.	Paige Ave. at Laspina St.	Paige Ave. @ Laspina St.	Traffic Signal			2015									Local	$301	$309
TU-RTP11-047	NA	Tulare	SJV	Paige Ave. / Pratt St.	Paige Ave. at Pratt St.	Paige Ave. @ Pratt St.	Traffic Signal			2030									Local	$321	$511
TU-RTP11-048	NA	Tulare	SJV	Paige Ave. / West St.	Paige Ave. at West St.	Paige Ave. @ West St.	Traffic Signal			2030									Local	$321	$511
TU-RTP11-049	NA	Tulare	SJV	Pleasant Ave. / West St.	Pleasant Ave. at West St.	Pleasant Ave. @ West St.	Traffic Signal			2017									Local	$262	$284
TU-RTP11-050	NA	Tulare	SJV	Hwy 137 / Morrison St.	Hwy 137 at Morrison St.	Hwy 137 @ Morrison St.	Traffic Signal			2020									Local	$307	$364
TU-RTP11-051	NA	Tulare	SJV	Seminole Ave. / Hwy 63	Seminole Ave. at Hwy 63	Seminole Ave. @ Hwy 63	Traffic Signal			2017									Local	$304	$330
																				$189,629	**$271,983**
CITY OF VISALIA - CANDIDATE PROJECTS																				
VI-RTP11-001	NA	Visalia	SJV	Court Street	Construct new roadway	Wren to Riggin; 0.2 mi.	New 2-lane; collector	0	Y	2014	x	x	x	x	x	x	x	x	Local	$305	$305
VI-RTP14-001	NA	Visalia	SJV	Ben Maddox Way	Operational Improvements	Main to Houston; 0.8mi.	Add turn lanes, median			2024									Local	$10,013	$13,351
VI-RTP07-002	NA	Visalia	SJV	Houston Ave.	Widen existing roadway	Ben Maddox to Lovers Lane; 1 mi.	Widen from 2 to 4 lanes	0	Y	2017		x	x	x	x	x	x	x	Local	$3,607	$3,910
VI-RTP14-002	NA	Visalia	SJV	Houston Ave.	Widen existing roadway	Mooney to Santa Fe; 1.5mi	Widen from 2 to 4 lanes	0	Y	2035							x	x	Local	$7,014	$12,946
VI-RTP07-005	NA	Visalia	SJV	Murray Ave.	Widen existing roadway	Giddings to Santa Fe; 1 mi.	Widen from 2 to 4 lanes	0	Y	2020			x	x	x	x	x	x	Local	$5,157	$6,109
VI-RTP07-006	NA	Visalia	SJV	Santa Fe St.	Widen existing roadway	K St to Tulare; .9 mi.	Widen from 2 to 4 lanes	0	Y	2017		x	x	x	x	x	x	x	Local	$4,086	$4,429
VI-RTP07-007	NA	Visalia	SJV	Santa Fe St.	Widen existing roadway	Tulare to Houston; 1.5 mi.	Widen from 2 to 4 lanes	0	Y	2018			x	x	x	x	x	x	Local	$3,529	$3,940
VI-RTP14-003	NA	Visalia	SJV	Tulare Avenue	Operational Improvements	Encina to Church; 0.2mi	Add thru and turn lanes			2018									Local	$923	$1,030
VI-RTP11-002	NA	Visalia	SJV	Tulare Avenue	Construct new roadway	Lovers Lane to McAuliff; 0.5 mi.	New 2-lane; collector	0	Y	2015		x	x	x	x	x	x	x	Local	$2,560	$2,560
VI-RTP11-003	NA	Visalia	SJV	Akers Street	Widen existing roadway	Ferguson to Riggin; 0.5 mi.	Widen from 2 to 4 lanes	0	Y	2020			x	x	x	x	x	x	Local	$3,476	$4,118
VI-RTP11-004	NA	Visalia	SJV	Cain Street	Construct new roadway	Goshen to Douglas; 0.2 mi.	New 2-lane; collector	0	Y	2020			x	x	x	x	x	x	Local	$545	$646
VI-RTP07-012	NA	Visalia	SJV	Court St.	Widen existing roadway	Walnut to Tulare; .4 mi.	Widen from 2 to 4 lanes	0	Y	2020			x	x	x	x	x	x	Local	$1,646	$1,950
VI-RTP07-013	NA	Visalia	SJV	Ferguson Ave.	Widen existing roadway	Plaza to Kelsey; .5 mi.	Widen from 2 to 4 lanes	0	Y	2020			x	x	x	x	x	x	Local	$992	$1,175
VI-RTP11-005	NA	Visalia	SJV	Goshen Avenue	Widen existing roadway	Santa Fe to Lovers Lane; 1.6 mi.	Widen from 2 to 4 lanes	0	Y	2020			x	x	x	x	x	x	Local	$6,852	$8,117
VI-RTP11-006	NA	Visalia	SJV	Kelsey Street	Construct new roadway	Doe to Riggin; 0.7 mi.	New 2-lane; collector	0	Y	2020			x	x	x	x	x	x	Local	$1,663	$1,970
VI-RTP11-008	NA	Visalia	SJV	Mooney Boulevard (SR 63)	Widen existing roadway	Avenue 272 to Avenue 276; 0.5 mi.	Widen from 4 to 6 lanes	0	Y	2020			x	x	x	x	x	x	Local	$2,019	$2,391
VI-RTP14-004	NA	Visalia	SJV	Mooney Blvd.	Widen existing roadway	Goshen to Houston; .04mi	Widen from 2 to 4 lanes	0	Y	2020			x	x	x	x	x	x	Local	$1,480	$1,753
VI-RTP14-005	NA	Visalia	SJV	Mooney Blvd.	Widen existing roadway	Ferguston to Riggin; 0.5mi	Widen from 2 to 4 lanes	0	Y	2023				x	x	x	x	x	Local	$876	$1,133
VI-RTP11-044	NA	Visalia	SJV	Mooney Blvd.	Construct new roadway	Riggin to Avenue 320; 1 mi.	New 4-lane; arterial	0	Y	2027			x	x	x	x	x	x	Local	$2,345	$3,416
VI-RTP11-009	NA	Visalia	SJV	Santa Fe Street	Widen existing roadway	Caldwell to "K"; 0.7 mi.	Widen from 2 to 4 lanes	0	Y	2018			x	x	x	x	x	x	Local	$1,632	$1,822
VI-RTP11-010	NA	Visalia	SJV	Sunnyview Avenue	Construct new roadway	Kelsey to Clancy; 0.5 mi.	New 2-lane; collector	0	Y	2020			x	x	x	x	x	x	Local	$509	$603
VI-RTP11-011	NA	Visalia	SJV	Virmargo Street	Construct new roadway	Goshen to Houston; 0.5 mi.	New 2-lane; collector	0	Y	2020			x	x	x	x	x	x	Local	$1,087	$1,287
VI-RTP11-013	NA	Visalia	SJV	Chinowth Street	Construct new roadway	Avenue 272 to Avenue 276; 0.5 mi.	New 2-lane; collector	0	Y	2023				x	x	x	x	x	Local	$2,029	$2,626
VI-RTP11-014	NA	Visalia	SJV	Chinowth Street	Construct new roadway	Goshen to Houston; 0.2 mi.	New 2-lane; collector	0	Y	2017		x	x	x	x	x	x	x	Local	$823	$892

Table 3-13
LOCAL FUNDED ROADS
Constrained Capacity Increasing Projects for Inclusion in the
Tulare County 2014 Regional Transportation Plan

RTP Project ID#	CTIPS Project ID#	Jurisdiction	NA	Facility	Project Scope	Length	Type of Improvement	Exempt Status	RS	OT	Year(s) Modeled							Fund Type	Cost Constant	Cost Year of Expend.
1	2	3	4	5	6	7	8	9	10	11								13	14	15
											2014	2017	2020	2023	2025	2032	2035	2040			
CITY OF VISALIA - CANDIDATE PROJECTS																				
VI-RTP11-015	NA	Visalia	SJV	Court Street	Construct new roadway	Avenue 272 to Ave 276; 0.5 mi.	New 4-lane; collector	0	Y	2029						x	x	x	Local	$5,780	$8,934
VI-RTP14-006	NA	Visalia	SJV	Demaree Street	Operational Improvements	Goshen to Houston; 0.2mi	Add turn lanes			2015									Local	$1,915	$1,960
VI-RTP11-017	NA	Visalia	SJV	Linwood Street	Construct new roadway	Avenue 272 to Ave 276 ; 0.5 mi.	New 2-lane; collector	0	Y	2023				x	x	x	x	x	Local	$1,079	$1,397
VI-RTP11-018	NA	Visalia	SJV	Linwood Street	Construct new roadway	Riggin to Avenue 320 ; 1 mi.	New 2-lane; collector	0	Y	2023				x	x	x	x	x	Local	$3,336	$4,318
VI-RTP11-019	NA	Visalia	SJV	Pinkham Street	Construct new roadway	Avenue 272 to Caldwell; 0.9 mi.	New 2-lane; collector	0	Y	2023				x	x	x	x	x	Local	$3,108	$4,023
VI-RTP11-020	NA	Visalia	SJV	Roeben Street	Construct new roadway	Caldwell to Whitendale ; 0.5 mi.	New 2-lane; collector	0	Y	2027						x	x	x	Local	$2,241	$3,265
VI-RTP14-007	NA	Visalia	SJV	Roeben Street	Construct new roadway	Tulare to SR-198; 0.45mi	New 2-lane; collector	0	Y	2023				x	x	x	x	x	Local	$1,690	$2,187
VI-RTP07-028	NA	Visalia	SJV	Santa Fe Street	Widen existing roadway	Avenue 272 to Caldwell; 1 mi.	Widen from 2 to 4 lanes	0	Y	2035							x	x	Local	$4,922	$9,083
VI-RTP11-021	NA	Visalia	SJV	Santa Fe Street	Construct new roadway	Houston to Riggin; 1 mi.	New 4-lane; collector	0	Y	2020			x	x	x	x	x	x	Local	$5,157	$6,109
VI-RTP07-025	NA	Visalia	SJV	Shirk Road	Widen existing roadway	Whitendale to SR198; 1.5 mi.	Widen from 2 to 4 lanes	0	Y	2027						x	x	x	Local	$10,143	$14,777
VI-RTP07-024	NA	Visalia	SJV	Shirk Road	Widen existing roadway	SR198 to Goshen Ave; 1 mi.	Widen from 2 to 4 lanes	0	Y	2020			x	x	x	x	x	x	Local	$6,047	$7,163
VI-RTP11-022	NA	Visalia	SJV	Stonebrook Street	Construct new roadway	Avenue 272 to Caldwell; 1 mi.	New 2-lane; collector	0	Y	2023				x	x	x	x	x	Local	$3,479	$4,503
VI-RTP11-023	NA	Visalia	SJV	Tulare Avenue	Construct new roadway	Shirk to Roeben; 0.5 mi.	New 2-lane; collector	0	Y	2023				x	x	x	x	x	Local	$1,368	$1,771
VI-RTP11-024	NA	Visalia	SJV	Walnut Avenue	Widen existing roadway	Cedar to Rd 148; 1.2 mi.	Widen from 2 to 4 lanes	0	Y	2020			x	x	x	x	x	x	Local	$3,593	$4,256
VI-RTP11-025	NA	Visalia	SJV	Akers Street	Widen existing roadway	Avenue 276 to Avenue 272; 0.5 mi.	Widen from 2 to 4 lanes	0	Y	2035							x	x	Local	$3,451	$6,369
VI-RTP07-026	NA	Visalia	SJV	Akers Street	Widen existing roadway	Caldwell to Visalia Pkwy (Ave. 276); 0.5 mi.	Widen from 2 to 4 lanes	0	Y	2035							x	x	Local	$2,181	$4,025
VI-RTP14-008	NA	Visalia	SJV	Akers Street	Widen existing roadway	Riggin to Avenue 320; 1 mi.	Widen from 2 to 4 lanes	0	Y	2035							x	x	Local	$6,632	$12,239
VI-RTP14-009	NA	Visalia	SJV	Akers Street	Widen existing roadway	Tulare to Hillsdale; 0.7mi	Widen from 4 to 6 lanes	0	Y	2017		x	x	x	x	x	x	x	Local	$3,571	$3,871
VI-RTP11-026	NA	Visalia	SJV	Avenue 272	Construct new roadway	Rd 122 to Santa Fe; 0.8 mi.	New 2-lane; 1/2 arterial	0	Y	2032						x	x	x	Local	$2,968	$5,013
VI-RTP11-029	NA	Visalia	SJV	Avenue 308 (Ferguson)	Construct new roadway	American (Rd 76) to Plaza; 0.5 mi.	New 2-lane; collector	0	Y	2017		x	x	x	x	x	x	x	Local	$890	$964
VI-RTP11-031	NA	Visalia	SJV	Avenue 320	Construct new roadway	Demaree to Mooney; 1 mi.	New 2-lane; 1/2 arterial	0	Y	2023				x	x	x	x	x	Local	$2,785	$3,605
VI-RTP14-010	NA	Visalia	SJV	Avenue 320	Construct new roadway	Plaza to Demaree; 3.5 mi.	New 2-lane; 1/2 arterial	0	Y	2032						x	x	x	Local	$10,136	$17,120
VI-RTP11-032	NA	Visalia	SJV	Ben Maddox Way	Construct new roadway	Avenue 272 to Caldwell; 0.9 mi.	New 4-lane; arterial	0	Y	2035					x		x	x	Local	$8,138	$15,020
VI-RTP11-033	NA	Visalia	SJV	County Center Drive	Construct new roadway	Avenue 272 to Packwood Creek; 0.7 mi.	New 2-lane; collector	0	Y	2031					x	x	x	x	Local	$1,605	$2,632
VI-RTP11-034	NA	Visalia	SJV	County Center Drive	Construct new roadway	Pratt to Avenue 320; 0.4 mi.	New 2-lane; collector	0	Y	2023				x	x	x	x	x	Local	$1,190	$1,541
VI-RTP07-021	NA	Visalia	SJV	Demaree St.	Widen existing roadway	Pratt to Avenue 320; 0.4 mi.	Widen from 2 to 4 lanes	0	Y	2023				x	x	x	x	x	Local	$2,748	$3,557
VI-RTP11-037	NA	Visalia	SJV	Hurley Avenue	Construct new roadway	Kelsey to Shirk; 1 mi.	New 2-lane; collector	0	Y	2032						x	x	x	Local	$3,237	$5,467
VI-RTP11-038	NA	Visalia	SJV	Hurley Avenue	Construct new roadway	Road 76 to Plaza; 0.5 mi.	New 2-lane; collector	0	Y	2030						x	x	x	Local	$1,059	$1,685
VI-RTP11-039	NA	Visalia	SJV	Hwy 63 (Dinuba Blvd)	Widen existing roadway	Riggin to St Johns River; 0.6 mi.	Widen from 2 to 4 lanes	0	Y	2035							x	x	Local	$15,863	$29,276
VI-RTP11-041	NA	Visalia	SJV	Kelsey Street	Construct new roadway	Riggin to Avenue 320; 1 mi.	New 2-lane; collector	0	Y	2030						x	x	x	Local	$2,472	$3,935
VI-RTP11-042	NA	Visalia	SJV	McAuliff Street	Construct new roadway	Avenue 272 to Caldwell; 1 mi.	New 2-lane; collector	0	Y	2030						x	x	x	Local	$2,589	$4,122
VI-RTP11-043	NA	Visalia	SJV	McAuliff Street	Construct new roadway	Walnut to Caldwell; 1 mi.	New 2-lane; collector	0	Y	2028						x	x	x	Local	$4,406	$6,611
VI-RTP11-046	NA	Visalia	SJV	Road 76 (American)	Construct new roadway	Ferguson (Ave 308) to Riggin; 0.5 mi.	New 2-lane; collector	0	Y	2017		x	x	x	x	x	x	x	Local	$1,313	$1,424
VI-RTP11-047	NA	Visalia	SJV	Road 76 (American)	Construct new roadway	Hurley to Legacy; 0.2 mi.	New 2-lane; collector	0	Y	2023				x	x	x	x	x	Local	$983	$1,272
VI-RTP11-048	NA	Visalia	SJV	Road 88	Construct new roadway	Riggin to Avenue 320; 1 mi.	New 2-lane; collector	0	Y	2030						x	x	x	Local	$2,184	$3,476
VI-RTP11-049	NA	Visalia	SJV	Road 96 (Roeben St)	Construct new roadway	Riggin to Avenue 320; 1.4 mi.	New 2-lane; collector	0	Y	2030						x	x	x	Local	$3,622	$5,767
VI-RTP11-050	NA	Visalia	SJV	Road 148 (Tower St.)	Widen existing roadway	Ave 272 to Ave 276; 0.5 mi.	Widen from 2 to 4 lanes	0	Y	2035							x	x	Local	$3,628	$6,695
VI-RTP11-051	NA	Visalia	SJV	Road 148 (Tower St.)	Widen existing roadway	Ave 276 to Walnut; 1.5 mi.	Widen from 2 to 4 lanes	0	Y	2035							x	x	Local	$9,220	$17,016
VI-RTP11-052	NA	Visalia	SJV	Road 148 (Tower St.)	Construct new roadway	Houston (SR 216) to St. John Pkwy; 0.2 mi.	New 4-lane; Arterial	0	Y	2035							x	x	Local	$840	$1,550
VI-RTP11-053	NA	Visalia	SJV	Road 148 (Tower St.)	Construct new roadway	Mineral King to Houston; 1.1 mi.	New 4-lane; Arterial	0	Y	2035							x	x	Local	$5,082	$9,378
VI-RTP11-054	NA	Visalia	SJV	Road 148 (Tower St.)	Construct new roadway	Walnut to Noble; 0.9 mi.	New 4-lane; Arterial	0	Y	2035							x	x	Local	$5,878	$10,848

Table 3-13
LOCAL FUNDED ROADS
Constrained Capacity Increasing Projects for Inclusion in the
Tulare County 2014 Regional Transportation Plan

RTP Project ID#	CTIPS Project ID#	Jurisdiction	NA	Facility	Project Scope	Length	Type of Improvement	Exempt Status	RS	OT	Year(s) Modeled							Fund Type	Cost Constant	Cost Year of Expend.
1	2	3	4	5	6	7	8	9	10	11								13	14	15
											2014	2017	2020	2023	2025	2032	2035	2040			
CITY OF VISALIA - CANDIDATE PROJECTS																				
VI-RTP11-055	NA	Visalia	SJV	Shirk Street	Widen existing roadway	Goshen to Riggin; 1 mi.	Widen from 2 to 4 lanes	0	Y	2028						x	x	x	Local	$4,931	$7,399
VI-RTP14-011	NA	Visalia	SJV	Shirk Street	Widen existing roadway	Riggin to Ave 320; 1 mi.	Widen from 2 to 4 lanes	0	Y	2030						x	x	x	Local	$6,235	$9,926
VI-RTP11-056	NA	Visalia	SJV	Tulare Avenue	Construct new roadway	Rd 148 to Rd 152; 0.6 mi.	New 2-lane; collector	0	Y	2030						x	x	x	Local	$1,644	$2,616
VI-RTP11-057	NA	Visalia	SJV	Walnut Avenue	Widen existing roadway	Shirk to Akers; 1 mi.	Widen from 2 to 4 lanes	0	Y	2018			x	x	x	x	x	x	Local	$1,472	$1,644
VI-RTP11-058	NA	Visalia	SJV	Walnut Avenue	Widen existing roadway	Rd 148 to Rd 152; 0.5 mi.	Widen from 2 to 4 lanes	0	Y	2030						x	x	x	Local	$3,734	$5,944
VI-RTP11-060	NA	Visalia	SJV	Doe Avenue	Construct new roadway	Shirk to Roeben; 0.5 mi.	New 2-lane; collector	0	Y	2018			x	x	x	x	x	x	Local	$1,364	$1,524
VI-RTP11-061	NA	Visalia	SJV	Lovers Lane	Widen existing roadway	Ave 272 to Caldwell; 1 mi.	Widen from 2 to 4 lanes	0	Y	2032						x	x	x	Local	$3,748	$6,330
VI-RTP11-062	NA	Visalia	SJV	Santa Fe Street	Construct new roadway	Riggin/St Johns Parkway to Shannon Parkway; 0.3 mi.	New 4-lane; arterial	0	Y	2023				x	x	x	x	x	Local	$1,144	$1,481
VI-RTP11-063	NA	Visalia	SJV	Shannon Parkway	Construct new roadway	Dinuba Blvd. (SR 63) to Santa Fe; 0.5 mi.	New 2-lane; collector	0	Y	2023				x	x	x	x	x	Local	$1,174	$1,519
VI-RTP11-064	NA	Visalia	SJV	St Johns Parkway	Construct new roadway	McAuliff to Rd 148; 0.5 mi.	New 2-lane; collector	0	Y	2023				x	x	x	x	x	Local	$759	$983
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	2017		x	x	x	x	x	x	x	Local	$840	$910
VI-RTP11-066	NA	Visalia	SJV	Whitendale Avenue	Construct new roadway	Shirk to Roeben; 0.5 mi.	New 2-lane; collector	0	Y	2030						x	x	x	Local	$1,705	$2,714
VI-RTP11-067	NA	Visalia	SJV	Burke Street	Construct new roadway	Roosevelt to Houston; 0.3 mi.	New 2-lane; collector	0	Y	2013	x	x	x	x	x	x	x	x	Local	$931	$931
VI-RTP11-069	NA	Visalia	SJV	Oak Ave	Construct new roadway	Tipton to Burke; 0.2 mi	New 2-lane; local	0	Y	2016		x	x	x	x	x	x	x	Local	$1,504	$1,583
VI-RTP11-070	NA	Visalia	SJV	School Ave	Construct new roadway	Tipton to Burke; 0.2 mi	New 2-lane; local	0	Y	2014	x	x	x	x	x	x	x	x	Local	$694	$694
VI-RTP11-071	NA	Visalia	SJV	Court St at Whitendale Ave	Court St at Whitendale Ave	Court St at Whitendale Ave	Traffic Signal			2015									Local	$350	$359
VI-RTP11-072	NA	Visalia	SJV	Goshen Ave at Mooney Blvd.	Goshen Ave at Mooney Blvd.	Goshen Ave at Mooney Blvd.	Traffic Signal			2013									Local	$350	$350
VI-RTP11-073	NA	Visalia	SJV	Demaree St at Ferguson Ave	Demaree St at Ferguson Ave	Demaree St at Ferguson Ave	Traffic Signal			2013									Local	$350	$350
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			2013									Local	$839	$839
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			2018									Local	$425	$475
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			2015									Local	$305	$312
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			2015									Local	$305	$312
VI-RTP11-078	NA	Visalia	SJV	Burke St at Main St	Burke St at Main St	Burke St at Main St	Traffic Signal			2014									Local	$250	$250
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	$390	$390
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	$270
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			2015									Local	$325	$332
VI-RTP11-082	NA	Visalia	SJV	Hurley Ave at Shirk St	Hurley Ave at Shirk St	Hurley Ave at Shirk St	Traffic Signal			2015									Local	$300	$307
VI-RTP11-083	NA	Visalia	SJV	Traffic signal interconnection	Connecting existing traffic signals	1.0 mile	Signal interconnect			2013									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	$357	$424
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	$357	$569
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	$321	$329
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	$321	$329
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	$357	$366
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	$321	$381
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	$357	$424
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	$393	$626
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	$381	$390
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	$357	$366
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	$393	$626
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	$333	$395

Table 3-13
LOCAL FUNDED ROADS
Constrained Capacity Increasing Projects for Inclusion in the
Tulare County 2014 Regional Transportation Plan

RTP Project ID#	CTIPS Project ID#	Jurisdiction	NA	Facility	Project Scope	Length	Type of Improvement	Exempt Status	RS	OT	Year(s) Modeled							Fund Type	Cost Constant	Cost Year of Expend.
1	2	3	4	5	6	7	8	9	10	11								13	14	15
											2014	2017	2020	2023	2025	2032	2035	2040			
CITY OF VISALIA - CANDIDATE PROJECTS																				
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	$357	$491
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	$357	$491
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	$381	$390
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	$381	$390
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	$357	$491
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	$417	$427
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	$321	$442
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	$417	$427
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	$412
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	$415
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	$372
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	$412
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	$356
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	$385
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	$338
VI-RTP11-111	NA	Visalia	SJV	Jacob St at Main St.	Jacob St at Main St.	Jacob St at Main St.	Traffic Signal			2015								Local	$300	$307
VI-RTP11-112	NA	Visalia	SJV	Shirk St at Walnut Ave	Shirk St at Walnut Ave	Shirk St at Walnut Ave	Traffic Signal			2020								Local	$330	$391
VI-RTP11-113	NA	Visalia	SJV	West St at Whitendale Ave	West St at Whitendale Ave	West St at Whitendale Ave	Traffic Signal			2025								Local	$300	$412
VI-RTP11-114	NA	Visalia	SJV	County Center at Ferguson Ave	County Center at Ferguson Ave	County Center at Ferguson Ave	Traffic Signal			2025								Local	$330	$453
VI-RTP11-115	NA	Visalia	SJV	Main St at Mineral King Ave	Main St at Mineral King Ave	Main St at Mineral King Ave	Traffic Signal			2020								Local	$300	$356
VI-RTP11-116	NA	Visalia	SJV	Giddings St at Prospect Ave	Giddings St at Prospect Ave	Giddings St at Prospect Ave	Traffic Signal			2030								Local	$270	$431
VI-RTP11-117	NA	Visalia	SJV	Divisadero At at Whitendale Ave	Divisadero At at Whitendale Ave	Divisadero At at Whitendale Ave	Traffic Signal			2025								Local	$300	$412
VI-RTP11-118	NA	Visalia	SJV	Giddings St at Riggin Ave	Giddings St at Riggin Ave	Giddings St at Riggin Ave	Traffic Signal			2015								Local	$330	$338
VI-RTP11-119	NA	Visalia	SJV	Central St at Tulare Ave	Central St at Tulare Ave	Central St at Tulare Ave	Traffic Signal			2020								Local	$270	$321
VI-RTP11-120	NA	Visalia	SJV	Ashland Ave at County Center	Ashland Ave at County Center	Ashland Ave at County Center	Traffic Signal			2030								Local	$270	$431
VI-RTP11-121	NA	Visalia	SJV	Cameron Ave at Court St	Cameron Ave at Court St	Cameron Ave at Court St	Traffic Signal			2015								Local	$330	$338
VI-RTP11-122	NA	Visalia	SJV	McAuliff St at Walnut Ave	McAuliff St at Walnut Ave	McAuliff St at Walnut Ave	Traffic Signal			2020								Local	$340	$404
VI-RTP11-123	NA	Visalia	SJV	Doe Ave at Shirk St	Doe Ave at Shirk St	Doe Ave at Shirk St	Traffic Signal			2020								Local	$300	$356
VI-RTP11-124	NA	Visalia	SJV	Acequia Ave at Burke St	Acequia Ave at Burke St	Acequia Ave at Burke St	Traffic Signal			2030								Local	$280	$446
VI-RTP11-125	NA	Visalia	SJV	Beech Ave at Court St	Beech Ave at Court St	Beech Ave at Court St	Traffic Signal			2020								Local	$330	$391
VI-RTP11-126	NA	Visalia	SJV	Roeben St at Walnut Ave	Roeben St at Walnut Ave	Roeben St at Walnut Ave	Traffic Signal			2020								Local	$330	$391
VI-RTP11-127	NA	Visalia	SJV	Ferguson Ave at Mooney Blvd	Ferguson Ave at Mooney Blvd	Ferguson Ave at Mooney Blvd	Traffic Signal			2025								Local	$330	$453
VI-RTP11-128	NA	Visalia	SJV	Cain St at Mineral King Ave	Cain St at Mineral King Ave	Cain St at Mineral King Ave	Traffic Signal			2020								Local	$300	$356
VI-RTP11-129	NA	Visalia	SJV	Damsen Ave at Demaree St	Damsen Ave at Demaree St	Damsen Ave at Demaree St	Traffic Signal			2015								Local	$270	$277
VI-RTP11-130	NA	Visalia	SJV	University St at Whitnedale Ave	University St at Whitnedale Ave	University St at Whitnedale Ave	Traffic Signal			2025								Local	$270	$372
VI-RTP11-131	NA	Visalia	SJV	Crenshaw St at Whitendale Ave	Crenshaw St at Whitendale Ave	Crenshaw St at Whitendale Ave	Traffic Signal			2020								Local	$270	$321
VI-RTP11-132	NA	Visalia	SJV	Ferguson Ave at Linwood St	Ferguson Ave at Linwood St	Ferguson Ave at Linwood St	Traffic Signal			2020								Local	$300	$356
VI-RTP11-133	NA	Visalia	SJV	Akers St at Riggin Ave	Akers St at Riggin Ave	Akers St at Riggin Ave	Traffic Signal			2015								Local	$330	$338
VI-RTP11-134	NA	Visalia	SJV	K Ave at Pinkham St	K Ave at Pinkham St	K Ave at Pinkham St	Traffic Signal			2025								Local	$380	$522
VI-RTP11-135	NA	Visalia	SJV	Burke St at Center Ave	Burke St at Center Ave	Burke St at Center Ave	Traffic Signal			2025								Local	$330	$453
VI-RTP11-136	NA	Visalia	SJV	Court St at Ferguson Ave	Court St at Ferguson Ave	Court St at Ferguson Ave	Traffic Signal			2025								Local	$270	$372

Table 3-13

LOCAL FUNDED ROADS

Constrained Capacity Increasing Projects for Inclusion in the

Tulare County 2014 Regional Transportation Plan

RTP Project ID#	CTIPS Project ID#	Jurisdiction	NA	Facility	Project Scope	Length	Type of Improvement	Exempt Status	RS	OT	Year(s) Modeled							Fund Type	Cost Constant	Cost Year of Expend.
1	2	3	4	5	6	7	8	9	10	11								13	14	15
											2014	2017	2020	2023	2025	2032	2035	2040			
CITY OF VISALIA - CANDIDATE PROJECTS																				
VI-RTP11-137	NA	Visalia	SJV	McAuliff St at Noble Ave	McAuliff St at Noble Ave	McAuliff St at Noble Ave	Traffic Signal			2020								Local	$280	$332
VI-RTP11-138	NA	Visalia	SJV	County Center at Packwood Ave	County Center at Packwood Ave	County Center at Packwood Ave	Traffic Signal			2020								Local	$280	$332
VI-RTP11-139	NA	Visalia	SJV	Burke St at Goshen Ave	Burke St at Goshen Ave	Burke St at Goshen Ave	Traffic Signal			2025								Local	$300	$412
VI-RTP11-140	NA	Visalia	SJV	Main St at Mill Creek Drive	Main St at Mill Creek Drive	Main St at Mill Creek Drive	Traffic Signal			2020								Local	$280	$332
VI-RTP11-141	NA	Visalia	SJV	Burke St at St Johns Pkwy	Burke St at St Johns Pkwy	Burke St at St Johns Pkwy	Traffic Signal			2020								Local	$300	$356
VI-RTP11-142	NA	Visalia	SJV	Court St at Granite/Pearl St	Court St at Granite/Pearl St	Court St at Granite/Pearl St	Traffic Signal			2030								Local	$270	$431
VI-RTP11-143	NA	Visalia	SJV	County Center at Riggin Ave	County Center at Riggin Ave	County Center at Riggin Ave	Traffic Signal			2015								Local	$330	$338
VI-RTP11-144	NA	Visalia	SJV	County Center at Royal Oaks Ave	County Center at Royal Oaks Ave	County Center at Royal Oaks Ave	Traffic Signal			2030								Local	$270	$431
VI-RTP11-145	NA	Visalia	SJV	Cameron Ave at County Center	Cameron Ave at County Center	Cameron Ave at County Center	Traffic Signal			2015								Local	$300	$307
VI-RTP11-146	NA	Visalia	SJV	Roeben St at Tulare Ave	Roeben St at Tulare Ave	Roeben St at Tulare Ave	Traffic Signal			2030								Local	$300	$478
																			$284,359	**$416,767**
COUNTY OF TULARE CANDIDATE PROJECTS																				
No Projects																				
																		Total	**$578,402**	**$838,220**

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 FY13/14: $10,254

Table 3-14

RTIP/IIP/MEASURE R FUNDED ROADS

Constrained Capacity Increasing Projects for Inclusion in the

Tulare County 2014 Regional Transportation Plan

RTP Project ID#	CTIPS Project ID#	Jurisdiction	NA	Facility	Project Scope	Length	Type of Improvement	Exempt Status	RS	OT	2014	2017	2020	2023	2025	2032	2035	2040	Fund Type	Cost Constant (exc. FTIP)	Cost Year of Expend.
1	2	3	4	5	6	7	8	9	10	11									13	14	15
CALTRANS IIP/RTIP/MEASURE R WIDENING PROJECTS																					
TUL12-121	11500000250	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	x	x	x	RIP/R	$21,213	$21,213
TUL12-122	11500000251	Caltrans	SJV	SR 65	Widen existing roadway	10.9/15.6 Terra Bella - Ave 88 to Ave 124	Widen from 2 to 4 lanes	0	Y	2026						x	x	x	RIP/R	$37,737	$53,261
TUL12-123	11500000252	Caltrans	SJV	SR 65	Widen existing roadway	6.1/11.4 Ducor - Orris UP to Ave 92	Widen from 2 to 4 lanes	0	Y	2030						x	x	x	RIP/R	$35,437	$56,249
TUL12-124	11500000253	Caltrans	SJV	SR 65	Widen existing roadway	0.0/6.6 County Line to Ave 56	Widen from 2 to 4 lanes	0	Y	2034							x	x	RIP/R	$54,976	$98,462
CT-RTP11-005	11500000075	Caltrans	SJV	SR 65/SR 245	Widen existing roadway	36.8/38.3 Near Exeter-from Rocky Hill Dr to Ave 300	Construct 2 ln exwy on 4 ln alignment****	0	Y	2035							x	x	RIP/R	$25,554	$46,038
CT-RTP11-004	11500000075	Caltrans	SJV	SR 65	Widen existing roadway	35.3/36.8 Near Exeter-from Ave 268 to Rocky Hill Dr	Construct 2 ln exwy on 4 ln alignment	0	Y	2030						x	x	x	RIP/R	$17,008	$26,355
CT-RTP07-002	11500000075	Caltrans	SJV	SR 65	Widen existing roadway	32.3/35.3 Near Exeter-from Ave 244 to Ave 268	Construct 2 ln exwy on 4 ln alignment	0	Y	2026						x	x	x	RIP/R	$35,260	$49,306
CT-RTP11-001	11500000075	Caltrans	SJV	SR 65	Widen existing roadway	29.5/32.3 Near Lindsay-from Hermosa Rd to Ave 244	Construct 2 ln exwy on 4 ln alignment	0	Y	2022				x	x	x	x	x	RIP/R	$29,360	$36,434
TUL02-121	11500000083	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	x	x	x	x	IIP, IB, Demo*	$101,435	$101,435
TUL08-107	11500000151	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	2015		x	x	x	x	x	x	x	IIP, RIP	$52,207	$52,207
TUL12-110	11500000268	Caltrans	SJV	SR 99	Widen existing roadway	35.2/37.3 Visalia - 1.2m S of Ave 280 to .9m S of W Visalia OH	Widen from 4 to 6 lanes	0	Y	2017		x	x	x	x	x	x	x	IIP,RIP	$24,950	$24,950
TUL12-111	11500000269	Caltrans	SJV	SR 99	Widen existing roadway	30.6/35.2 Tulare/Tagus - Prosperity Ave to 1.2m S of Ave 280	Widen southbound from 2 to 3 lanes	0	Y	2021				x	x	x	x	x	IIP, RIP	$49,000	$54,013
TUL14-100	21500000673	Caltrans	SJV	SR 99	Widen existing roadway	30.6/35.2 Tulare/Tagus - Prosperity Ave to 1.2m S of Ave 280	Widen northbound from 2 to 3 lanes	0	Y	2023				x	x	x	x	x	IIP, RIP	$56,800	$70,820
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	2030						x	x	x	IIP, RIP	$130,000	$206,049
CT-RTP07-005	NA	Caltrans	SJV	SR 99	Widen existing roadway	16.0/25.5 South of Tipton to Avenue 200	Widen from 4 to 6 lanes	0	Y	2038								x	IIP, RIP	$102,000	$205,779
CT-RTP07-008	NA	Caltrans	SJV	SR 190	Widen existing roadway	8.5/15.0 Poplar/Porterville - Rte 65 to Road 184	Widen from 2 to 4 lanes	0	Y	2035							x	x	RIP/R	$60,000	$110,335
CT-RTP14-002	NA	Caltrans	SJV	SR 190	Widen existing roadway	15.5/16.5 Porterville - SR-65 to Main St	Widen from 4 to 6 lanes	0	Y	2036								x	RIP/R	$17,920	$33,922
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	2019			x	x	x	x	x	x	RIP/R	$5,644	$6,464
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	x	RIP/R	$3,424	$5,428
																			Subtotal	$859,924	$1,258,719
CALTRANS IIP/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	x	x	x	x	RIP/R	$66,720	$66,720
CT-RTP07-011	NA	Caltrans	SJV	SR 99	Major I/C improvements	SR-99 at Caldwell Avenue	Widen on/off ramps and bridge structure	0	Y	2026						x	x	x	R/Local	$54,000	$76,303
TUL08-402	21500000429	Tulare	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	2015		x	x	x	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	2025				x	x	x	x	x	RIP/R/Local	$44,700	$60,980
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	x	x	RIP/R/Local	$52,650	$73,969
CT-RTP07-015	NA	Caltrans	SJV	SR 99	Operational I/C improve.	SR-99 south county interchanges	minor widening & safety improvements			2031						x	x	x	RIP/R/SHOPP	$6,000	$9,775
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	x	x	x	x	RIP/R	$14,121	$17,672
CT-RTP07-018	NA	Caltrans	SJV	SR 198	Minor I/C improvements	SR-198 at Akers Street	minor widening & safety improvements			2022				x	x	x	x	x	RIP/R	$1,500	$1,871
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	x	x	x	x	RIP/R	$20,000	$24,970
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	2020			x	x	x	x	x	x	R/Local	$24,000	$28,260
CT-RTP07-021	NA	Caltrans	SJV	SR 198	Construct new I/C	SR-198 at Road 148	Construct new interchange	0	Y	2032						x	x	x	RIP/R	$27,469	$46,200
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	2026						x	x	x	RIP/R	$18,000	$25,280
TUL12-002	21500000602	Farmersville	SJV	SR 198/Road 164	Major I/C improvements	SR-198 at Road 164 (Farmersville Blvd.)	Add roundabouts at eastbound on/off ramps	0	Y	2016		x	x	x	x	x	x	x	R/CMAQ	$2,219	$2,219
FA-RTP14-001	NA	Farmersville	SJV	SR 198/Road 164	Major I/C Improvements	SR-198 at Road 164 (Farmersville Blvd.)	Add roundabouts at westbound on/off ramps	0	Y	2019			x	x	x	x	x	x	R /CMAQ	$2,219	$2,789
																			Subtotal	$402,248	$505,659
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	2026						x	x	x	RIP/R	$6,000	$8,416
TUL00-106	11500000078	Dinuba	SJV	Ave 416 (El Monte)	Widen existing roadway	Road 80 to Road 92***	Widen from 2 to 4 lanes	0	Y	2020			x	x	x	x	x	x	R/Local	$15,471	$18,149
TUL00-106	11500000078	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	x	x	x	x	R/Local	$37,715	$37,715
																			Subtotal	$59,186	$64,279

Table 3-14
RTIP/IIP/MEASURE R FUNDED ROADS
Constrained Capacity Increasing Projects for Inclusion in the
Tulare County 2014 Regional Transportation Plan

RTP Project ID#	CTIPS Project ID#	Jurisdiction	NA	Facility	Project Scope	Length	Type of Improvement	Exempt Status	RS	OT	2014	2017	2020	2023	2025	2032	2035	2040	Fund Type	Cost Constant (exc. FTIP)	Cost Year of Expend.
1	2	3	4	5	6	7	8	9	10	11									13	14	15
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																			
CITY OF PORTERVILLE - CANDIDATE PROJECTS																					
TUL04-120	21500000196	Porterville	SJV	Jaye St.	Widen existing road/bridge	Date Ave. to Springville Ave	Widen from 2 to 4 lanes	0	Y	2017		x	x	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	2016		x	x	x	x	x	x	x	Local/HBR	$9,606	$9,606
PO-RTP14-001	NA	Porterville	SJV	Westwood St	Widen existing road/bridge	South of Orange Ave to South of Tule River	Widen from 2 to 4 lanes	0	Y	2040								x	Local/HBR	$6,100	$13,007
																			Subtotal	$20,000	$26,907
CITY OF TULARE - CANDIDATE PROJECTS																					
TUL08-902	21500000441	Tulare	SJV	Bardsley Ave.	New under crossing	Bardsley Ave @ UPRR	New bridge structure	0	Y	2014	x	x	x	x	x	x	x	x	HCRSA/R/Local	$14,486	$14,486
																			Subtotal	$14,486	$14,486
CITY OF VISALIA - CANDIDATE PROJECTS																					
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					x	x	x	x	R/Local	$15,059	$19,994
VI-RTP07-030	NA	Visalia	SJV	McAuliff St.	New over crossing	McAuliff/SR-198	New bridge structure	0	Y	2029						x	x	x	R/Local	$15,059	$23,178
		Visalia	SJV	Caldwell Ave	See Tulare County																
																			Subtotal	$30,118	$43,171
COUNTY OF TULARE CANDIDATE PROJECTS																					
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	x	x	x	x	RIP/R	$18,000	$18,974
TUL08-121	21500000436	Tulare Co.	SJV	Avenue 416	Widen existing roadway	Kings River Bridge	Widen from 2 to 4 lanes	0	Y	2014	x	x	x	x	x	x	x	x	HBRR/RIP/R	$20,000	$20,000
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	x	x	x	x	RIP/R	$9,000	$10,300
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				x	x	x	x	x	RIP/R*	$15,000	$19,437
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	2034							x	x	RIP/R*	$53,973	$95,648
																			Subtotal	$115,973	$164,359
																			Total	$1,501,935	$2,077,581
																				Costs prior to FYI3/14:	$253,085

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

*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 increading 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 2014 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)
1	2	3	4	5	6	7	8	9	10	11								12	13
										2014	2017	2020	2023	2025	2032	2035	2040		
CALTRANS - CANDIDATE PROJECTS																			
	Caltrans	SJV	SR 137	Widen existing roadway	Lindsay to Tulare	Widen from 2 to 4 lanes													$145,000
	Caltrans	SJV	SR 99	Widen existing roadway	0.0/16.0 Kern Co. Line to south of Tipton	Widen from 4 to 6 lanes													$200,000
	Caltrans	SJV	SR 99	Major I/C improvements	SR-99 at Mendocino Ave (Road 12)	Interchange Modifications													$63,000
	Caltrans	SJV	SR 99	Operational Improvements	Bardsley to Hillman/Prosperity	Add Auxilliary Lanes													$55,000
	Caltrans	SJV	SR 190	Widen existing roadway	Road 184 to SR-99	Widen from 2 to 4 lanes													$80,000
	Caltrans	SJV	SR 63	Widen existing roadway	Visalia to SR-201	Widen from 2 to 4 lanes													$91,500
	Caltrans	SJV	SR 63	Widen existing roadway	Tulare to Visalia	Widen from 4 to 6 lanes													$17,000
	Caltrans	SJV	SR 198	Widen existing roadway	SR-99 to Lovers Ln	Widen from 4 to 6 lanes													$121,000
																		Subtotal	**$772,500**
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													$300
	FARMERSVILLE	SJV	Hacienda Ave. & Walnut Ave.	Hacienda Ave. & Walnut Av	Hacienda Ave. & Walnut Ave.	Traffic Signal													$300
	FARMERSVILLE	SJV	Hacienda Avenue	Construct new Roadway	Noble Avenue to Visalia Road	new 4- lane arterial													$5,600
	FARMERSVILLE	SJV	Railroad crossing	Railroad crossing	Hacienda Ave.	Railroad crossing													$600
																		Subtotal	**$6,800**
CITY OF LINDSAY - CANDIDATE PROJECTS																			
	LINDSAY	SJV																	
																		Subtotal	**$0**
CITY OF PORTERVILLE - CANDIDATE PROJECTS																			
	PORTERVILLE	SJV	Henderson Ave.	Widen existing roadway	Friant-Kern Canal to Newcomb St. 0.56mi	Complete 4-lane Arterial													$2,257
	PORTERVILLE	SJV	Henderson Ave.	Widen existing roadway	Prospect St. to Indiana St. 0.5mi	Widen to 6-lane Major Arterial													$1,644
	PORTERVILLE	SJV	Hillcrest St.	Widen existing roadway	Teapot Dome Ave. to Ave 140 1.5mi	Complete 4-lane Arterial													$4,280
	PORTERVILLE	SJV	Indiana Ave.	Widen existing roadway	Ave 128 to Poplar Ave 1.75mi	Complete 4-lane Arterial													$7,821
	PORTERVILLE	SJV	Indiana Ave.	Construct new roadway	Bridge over Tule River	New Construction													$9,075
	PORTERVILLE	SJV	Indiana Ave.	Widen existing roadway	Vandalia Ave to Springville Ave	Widen to 4-lane Arterial													$319
	PORTERVILLE	SJV	Indiana Ave.	Widen existing roadway	Union Ave to Olive Ave	Widen to 4-lane Arterial													$556
	PORTERVILLE	SJV	Main St.	Widen existing roadway	Henderson Ave. to Ave 81	Widen to 4-lane Arteriral													$10,615
	PORTERVILLE	SJV	Newcomb St.	Widen existing roadway	Teapot Dome Ave. to SR190	Complete 4-lane Arterial													$8,684
	PORTERVILLE	SJV	Newcomb St.	Construct new roadway	SR190 to Tule River	New Construction													$884
	PORTERVILLE	SJV	Newcomb St.	Construct new roadway	Bridge over Tule River	New Construction													$9,075
	PORTERVILLE	SJV	North Grand Ave./Reid Ave.	Widen existing roadway	SR 65 to Plano St.	Widen to 4-lane Arteriral													$3,940
	PORTERVILLE	SJV	Olive Ave.	Construct new roadway	Bridge over Tule River	New Construction													$5,505
	PORTERVILLE	SJV	Olive Ave.	Widen existing roadway	Tule River to Elderwood St	Widen to 4-lane Arterial													$388
	PORTERVILLE	SJV	Olive Ave.	Widen existing roadway	Prospect St. to Indiana St.	Widen to 6-lane Major Arterial													$3,025

Table 3-15
UNCONSTRAINED PROJECT REQUESTS
Unconstrained Capacity Increasing Projects for Inclusion in the (Unmet Transportation Needs)
Tulare County 2014 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)
1	2	3	4	5	6	7	8	9	10	11								12	13
										2014	2017	2020	2023	2025	2032	2035	2040		
CITY OF PORTERVILLE - CANDIDATE PROJECTS																			
	PORTERVILLE	SJV	Plano St.	Widen existing roadway	Henderson Ave. to Reid Ave.	Complete 4-lane Arterial													$4,838
	PORTERVILLE	SJV	Prospect St.	Widen existing roadway	Mulberry Ave. to Westfield Ave.	Widen to 4-lane Arterial													$377
	PORTERVILLE	SJV	Teapot Dome Ave.	Widen existing roadway	Newcomb St. to S. Main St	Widen to 4-lane Arterial													$3,904
	PORTERVILLE	SJV	Foothill Parkway	Construct new roadway	Reid Ave to Road 184	New Construction													$34,176
	PORTERVILLE	SJV	Hillcrest Parkway	Construct new roadway	Foothill Parkway to Ave 176	New Construction													$14,846
	PORTERVILLE	SJV	Mentz Ave. Extension	Construct new roadway	Newcomb St. to Hillcrest St.	New Construction													$20,377
	PORTERVILLE	SJV	Teapo Dome Parkway	Construct new roadway	Hillcrest St. to Road 284	New Construction													$20,784
	PORTERVILLE	SJV	Reid Ave	Reid Ave at Lime St	Reid Ave at Lime St	Traffic Signal													$306
	PORTERVILLE	SJV	Reid Ave	Reid Ave at Plano St	Reid Ave at Plano St	Traffic Signal													$306
	PORTERVILLE	SJV	Westfield Ave	Westfield Ave at Foothill Par	Westfield Ave at Foothill Parkway	Traffic Signal													$329
	PORTERVILLE	SJV	Morton Ave.	Morton Ave at Foothill Parky	Morton Ave at Foothill Parkway	Traffic Signal													$329
	PORTERVILLE	SJV	Foothill Parkway	Foothill Parkway at Doyle St	Foothill Parkway at Doyle St	Traffic Signal													$329
	PORTERVILLE	SJV	Success Dr	Success Dr at Doyle St	Success Dr at Doyle St	Traffic Signal													$306
	PORTERVILLE	SJV	Foothill Parkway	Foothill Parkway at Rd 284	Foothill Parkway at Rd 284	Traffic Signal													$329
	PORTERVILLE	SJV	Indiana St	Indiana St at Gibbons Ave	Indiana St at Gibbons Ave	Traffic Signal													$306
	PORTERVILLE	SJV	Gibbons Ave.	Gibbons at Jaye St	Indiana St at Jaye St	Traffic Signal													$306
	PORTERVILLE	SJV	Gibbons Ave.	Gibbons Ave at Main St	Gibbons Ave at Main St	Traffic Signal													$306
	PORTERVILLE	SJV	Plano St.	Plano St at Worth Ave	Plano St at Worth Ave	Traffic Signal													$306
	PORTERVILLE	SJV	Hillcrest St.	Hillcrest St at Worth Ave	Hillcrest St at Worth Ave	Traffic Signal													$306
	PORTERVILLE	SJV	Scranton Ave.	Scranton Ave at West St	Scranton Ave at West St	Traffic Signal													$306
	PORTERVILLE	SJV	Scranton Ave.	Scranton Ave at Westwood S	Scranton Ave at Westwood St	Traffic Signal													$306
	PORTERVILLE	SJV	Scranton Ave.	Scranton Ave at Newcomb S	Scranton Ave at Newcomb St	Traffic Signal													$306
	PORTERVILLE	SJV	Scranton Ave.	Scranton Ave at Indiana St	Scranton Ave at Indiana St	Traffic Signal													$306
	PORTERVILLE	SJV	Scranton Ave.	Scranton Ave at Plano St	Scranton Ave at Plano St	Traffic Signal													$306
	PORTERVILLE	SJV	Scranton Ave.	Scranton Ave at Hillcrest St	Scranton Ave at Hillcrest St	Traffic Signal													$306
	PORTERVILLE	SJV	Teapot Dome Ave.	Teapot Dome Ave at West St	Teapot Dome Ave at West St	Traffic Signal													$306
	PORTERVILLE	SJV	Teapot Dome Ave.	Teapot Dome Ave at Westw	Teapot Dome Ave at Westwood St	Traffic Signal													$306
	PORTERVILLE	SJV	Teapot Dome Ave.	Teapot Dome Ave at Newcor	Teapot Dome Ave at Newcomb St	Traffic Signal													$306
	PORTERVILLE	SJV	Teapot Dome Ave.	Teapot Dome Ave at Indiana	Teapot Dome Ave at Indiana St	Traffic Signal													$306
	PORTERVILLE	SJV	Teapot Dome Ave.	Teapot Dome Ave at Plano St	Teapot Dome Ave at Plano St	Traffic Signal													$306
	PORTERVILLE	SJV	Teapot Dome Ave.	Teapot Dome Ave at Hillcres	Teapot Dome Ave at Hillcrest St	Traffic Signal													$306
	PORTERVILLE	SJV	Teapot Dome Parkway	Teapot Dome Parkway at Tul	Teapot Dome Parkway at Tulsa St	Traffic Signal													$329
	PORTERVILLE	SJV	Teapot Dome Parkway	Teapot Dome Parkway at Doy	Teapot Dome Parkway at Doyle St	Traffic Signal													$329
	PORTERVILLE	SJV	Prospect St.	Widen existing roadway	Prospect St Bridge at Porter Slough	Bridge Widening													$1,107
	PORTERVILLE	SJV	Villa St	Widen existing roadway	Villa St Bridge at Porter Slough	Bridge Widening													$1,152
	PORTERVILLE	SJV	Putnam Ave.	Widen existing roadway	Putnam Ave Bridge at Porter Slough	Bridge Widening													$971
	PORTERVILLE	SJV	Plano St.	Widen existing roadway	Plano St Bridge at Porter Slough	Bridge Widening													$1,323
	PORTERVILLE	SJV	Leggett St.	Widen existing roadway	Leggett St Bridge at Porter Slough	Bridge Widening													$1,163
	PORTERVILLE	SJV	Park St.	Widen existing roadway	Park St Bridge at Porter Slough	Bridge Widening													$1,152
	PORTERVILLE	SJV	Cottage Ave.	Widen existing roadway	Cottage Ave Bridge at Porter Slough	Bridge Widening													$880
																		Subtotal	**$183,208**

Table 3-15

UNCONSTRAINED PROJECT REQUESTS

Unconstrained Capacity Increasing Projects for Inclusion in the (Unmet Transportation Needs)

Tulare County 2014 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)
1	2	3	4	5	6	7	8	9	10	11								12	13
										2014	2017	2020	2023	2025	2032	2035	2040		
CITY OF TULARE - CANDIDATE PROJECTS																			
	TULARE	SJV	Ave. 184	@ Hwy 99	Ave. 184 @ Hwy 99	Interchange Mods													$35,000
	TULARE	SJV	Ave. 200	@ Hwy 99	Ave. 200 @ Hwy 99	Interchange Mods													$35,000
	TULARE	SJV	Bardsley Ave.	@ Hwy 99	Bardsley Ave. @ Hwy 99	Interchange Mods													$1,200
	TULARE	SJV	Tulare Ave.	@ Hwy 99	Tulare Ave. @ Hwy 99	Interchange Mods													$1,100
	TULARE	SJV	Pacific Ave.	@ Hwy 99	Pacific Ave. @ Hwy 99	New Overcrossing													$9,000
	TULARE	SJV	Paige Ave	Grade separation	Paige Ave @ UP Railroad	New bridge structure													$27,550
	TULARE	SJV	Commercial Ave	Grade separation	Commercial Ave @ UP Railroad	New bridge structure													$27,000
	TULARE	SJV	Oakmore St.	Widen existing roadway	Tulare Ave. to Prosperity Ave.	Widen from 2 to 4 lanes													$7,409
	TULARE	SJV	Oakmore St.	Widen existing roadway	Prosperity Ave. to Cartmill Ave.	Reconstruct to 4 lanes													$7,205
	TULARE	SJV	Cartmill Ave.	Widen existing roadway	Enterprise St. to West St.	Reconstruct to 4 lanes													$7,196
																		Subtotal	**$157,660**
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													$6,538
	VISALIA	SJV	Akers Street	Widen existing roadway	Tulare to Hillsdale; 0.7 mi.	Widen from 4 to 6 lanes													$4,570
	VISALIA	SJV	SR-198 Corridor	Widen existing roadway	Noble - Johnson to Encina	Widen from 3 to 4 lanes													$1,214
	VISALIA	SJV	SR-198 Corridor	Widen existing roadway	Noble - Encina to Garden	Widen from 3 to 4 lanes													$2,051
	VISALIA	SJV	SR-198 Corridor	Widen existing roadway	Mineral King - Encina to Bridge	Widen from 3 to 4 lanes													$1,527
	VISALIA	SJV	SR-198 Corridor	Widen existing roadway	Mineral King/Noble - Mooney to Johnson	Widen bridge from 4 to 6 lanes													$4,327
	VISALIA	SJV	Avenue 276 (Visalia Pkwy)	Construct new roadway	Ben Maddox to Rd 148; 2 mi.	New 2-lane; collector													$6,948
	VISALIA	SJV	Avenue 276 (Visalia Pkwy)	Construct new roadway	Demaree to Ben Maddox; 3 mi.	New 4-lane; Arterial													$16,244
	VISALIA	SJV	Avenue 316	Construct new roadway	Plaza to Chinowth; 3.2 mi.	New 2-lane; collector													$14,752
																		Subtotal	**$58,173**
CITY OF WOODLAKE - CANDIDATE PROJECTS																			
	WOODLAKE	SJV	W. Bravo	New Construction	Ave 204 to Ave 196	Construct 2 lane road													$950
	WOODLAKE	SJV	Ave. 200	New Construction	W. Naranjo to W. Bravo	Construct 2 lane road													$130
																		Subtotal	**$1,080**
COUNTY OF TULARE CANDIDATE PROJECTS																			
	TULARE CO.	SJV	Road 140	Widen existing roadway	Ave 280 to Ave 256	Widen from 2 to 4 lanes													$7,160
							*13 Estimated cost in 2013 values (x$1,000)											**Total**	**$1,186,580**

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

Year of Expenditure Dollars, Millions

	COSTS/REVENUE USES	FIRST 5 YEARS (See FSTIP Cycle)						NEXT 5 YEARS 2018-23	NEXT 5 YEARS 2023-28	NEXT 5 YEARS 2028-33	NEXT 10 YEARS 2033-43	30 YEAR TOTAL
		Year 1 2013/14	Year 2 2014/15	Year 3 2015/16	Year 4 2016/17	Year 5 2017/18	Five Year Sum					
OPERATIONS,MAINTENANCE and PRESERVATION	*Highway*	$58	$19	$50	$41	$42	$209.671	$243.066	$281.780	$326.661	$817.694	$1,878.873
	Highway, State (SHOPP)	$40	$0	$30	$20	$21	$109.700	$127.172	$147.428	$170.909	$427.818	$983.028
	Highway, Local Streets and Roads	$19	$19	$20	$21	$21	$99.971	$115.894	$134.353	$155.752	$389.876	$895.845
	Transit	$14	$15	$15	$16	$16	$75.366	$87.370	$101.285	$117.418	$293.918	$675.357
	Transit Systems Facilities and Fleet Maintenance	$2	$2	$2	$2	$2	$9.487	$10.999	$12.750	$14.781	$37.000	$85.017
	Base Rail/Bus Service	$12	$12	$13	$13	$14	$63.757	$73.912	$85.685	$99.332	$248.647	$571.333
	Other (Specify)											
	Other (e.g. Bicyle/Ped Facility Maint. and Preservation)	$0	$0	$0	$0	$0	$2.121	$2.459	$2.850	$3.304	$8.272	$19.006
	Operations, Maintenance and Preservation Total	$73	$34	$65	$57	$58	$287.158	$332.895	$385.916	$447.383	$1,119.884	$2,573.236
PROJECT DEVELOPMENT	*Highway*	$29	$16	$13	$8	$11	$76.255	$104.120	$128.761	$157.811	$104.826	$571.773
	Highway Project Development Total, Non-Major Projects	$29	$16	$13	$8	$11	$76.255	$104.120	$128.761	$157.811	$104.826	$571.773
	State (STIP & Regional)	$23	$10	$8	$6	$5	$51.330	$67.269	$95.147	$125.626	$60.065	$399.436
	Local	$6	$6	$5	$2	$6	$24.925	$36.851	$33.614	$32.186	$44.761	$172.336
	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	$29	$16	$13	$8	$11	$76.255	$104.120	$128.761	$157.811	$104.826	$571.773
DEBT SERVICES	GARVEE Debt Service Payments											
	Other Debt Service (Specify)											
	Other Debt Service (Specify)											
	Other Debt Service (Specify)											
	Debt Services Total											

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

Year of Expenditure Dollars, Millions

	COSTS/REVENUE USES	FIRST 5 YEARS (See FSTIP Cycle)						NEXT 5 YEARS 2018-23	NEXT 5 YEARS 2023-28	NEXT 5 YEARS 2028-33	NEXT 10 YEARS 2033-43	30 YEAR TOTAL
		Year 1 2013/14	Year 2 2014/15	Year 3 2015/16	Year 4 2016/17	Year 5 2017/18	Five Year Sum					
CAPITAL INVESTMENT/NEW CONSTRUCTION	*Highway*	$13	$74	$90	$63	$20	$260.047	$388.893	$384.529	$385.539	$691.866	$2,110.874
	New Highway Construction											
	State (STIP & Regional)		$49	$67	$43	$7	$165.563	$262.361	$271.469	$267.314	$488.536	$1,455.242
	Local	$13	$26	$23	$19	$13	$94.484	$126.532	$113.061	$118.225	$203.330	$655.631
	New Highway Construction, Major Projects											
	Transit											
	New Transit Construction											
	New Transit Construction, Major Projectts											
	Other modes (specify)											
	NEW CONSTRUCTION TOTAL	$13	$74	$90	$63	$20	$260.047	$388.893	$384.529	$385.539	$691.866	$2,110.874
SYSTEMS MANAGEMENT*	*System-wide*											
	Transportation Demand Management (TDM) Program											
	Air Quality Programs and Activities											
	Other (Specify)											
	Highway											
	Transportation Management, ITS, Signal Systems											
	Safety Specific Improvements											
	Other (Specify)											
	Transit											
	Transportation Management, ITS, Signal Systems											
	Safety Specific Improvements											
	Other (Specify)											
	SYSTEMS MANAGEMENT TOTAL											
COST/RESOURCE USES TOTAL		$115	$125	$168	$127	$89	$623.460	$825.907	$899.206	$990.733	$1,916.576	$5,255.882

*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: Inclue O&M costs for all systems receiving federal funding.

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

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

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

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

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

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

SOURCES: See accompanying 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	56.44	59.46
Exeter	0.00	40.74	40.74
Farmersville	0.13	31.00	31.13
Lindsay	0.28	29.37	29.65
Porterville	1.44	176.84	178.28
Tulare	0.00	169.12	169.12
Visalia	0.20	390.58	390.78
Woodlake	0.00	19.79	19.79
County	2,810.21	238.46	3,048.67
LOCAL	2,815.28	1,152.34	3,967.62
STATE	314.21	72.93	387.23
FEDERAL	487.31	0.00	514.53
TOTAL	3,616.80	1,225.27	4,869.38

Source: HPMS Public Road Data Book - 2012

Table 3-18
Daily Vehicle Miles of Travel (1,000)

	Rural	Urban	Total
Dinuba	1.06	137.97	139.03
Exeter	0.00	49.33	49.33
Farmersville	0.02	52.94	52.96
Lindsay	0.10	57.21	57.31
Porterville	0.50	350.20	350.70
Tulare	0.00	365.95	365.95
Visalia	0.88	1,246.91	1,247.79
Woodlake	0.00	13.60	13.60
County	1,879.53	525.31	2,404.84
LOCAL	1,882.09	2,799.42	4,681.51
STATE	3,037.39	1,874.42	4,911.81
FEDERAL	96.61	0.00	96.61
TOTAL	5,016.09	4,673.84	9,689.93

Source: HPMS Public Road Data Book - 2012

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
Tulare Co.	0.00	39.94	165.28	423.61	753.82	N/A	395.44	3,064.21
							Federal Aid Eligible	1,382.65
							Federal Aid Non-Eligible	3,459.65

Source: HPMS Public Road Data Book - 2012

Project Accomplishments Since the 2011 Regional Transportation Plan

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

Road Projects

- Final Widening of Road 80 corridor, connecting the Cities of Visalia and Dinuba;
- Widening of Road 108, connecting the Cities of Visalia and Tulare;
- Widening of State Route 198 west of Visalia. Connects Tulare County to Kings County;
- Avenue 416 signal west of Dinuba;
- Ben Maddox Overcrossing in Visalia;
- Santa Fe Bridge in Visalia;
- Cartmill Grade Separation in Tulare;
- Bardsley Grade Separation in Tulare;
- Betty Drive Grade Separation in Tulare County;
- State Route 216 in Visalia;
- Numerous local street road rehabilitation projects, widenings and other improvements;
- Avenue 416 bridge west of Dinuba;
- State Route 99, Goshen to Kingsburg;
- Plaza Drive interchange, Visalia.

Bicycle and Pedestrian Projects

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

Transit Projects

- Downtown Transit Center Expansion in Visalia and Porterville;
- Woodlake Transit Center;
- Dinuba Transit Center;
- COS Student Transit Pass Program initiation (over 1,000,000 student riders);
- Porterville Bus Stop Technology Improvements;

- 100% CNG transit vehicle fleet conversion for Tulare County, Visalia, Dinuba, Exeter, Woodlake, and Porterville's transit systems;
- Tule River Tribal Route Expansion into Porterville;
- Greenline Transit Call Center;
- GoTulareCounty.com website launched;
- Bus Shelter improvements countywide;
- Security Cameras installed on buses and in corporation yards countywide;
- Solar lighting at bus shelters installed countywide;
- LOOP Bus Service continued for transporting students to afterschool activities;
- Weekend service expansion in Tulare County, Visalia, Porterville, and Tulare for paratransit and fixed route services;
- Inter-regional transit route transporting Dinuba residents to Reedley;
- CalVans member;
- Transit lines and new service added to systems countywide.

Alternative Fuel Projects

- Dozens of CNG replacement vehicles, primarily transit buses, heavy-duty refuse trucks, and PM10 street sweepers;
- CNG station expansion in Dinuba, Porterville, and Exeter;

Traffic Flow Improvement Projects

- Roundabout construction at College and Main in Porterville;
- Numerous signal synchronizations and signal installation projects.

Tulare County Association of Governments

Financial Element

TCAG 2014 Regional Transportation Plan

FINANCIAL ELEMENT

INTRODUCTION

The 2014 RTP is financially constrained. All projects listed in this document have been identified with a funding source(s) to complete the project during the scope of the plan (through 2040). Financially unconstrained projects are listed for information purposes. 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 2014 RTP are consistent with the 2012 State Transportation Improvement Program (STIP), 2012 Interregional Transportation Improvement Program (ITIP) and 2013 Federal Transportation Improvement Program (FTIP).

The purpose of the Financial Element is to provide assumptions of the cost and revenues necessary to implement the Regional Transportation Plan (RTP). The assumptions include revenue estimates for specific governmental funding programs, (including the local sales tax measure, Measure R, state, and federal funds), local contributions, license and fuel taxes, and development fees.

In 2006, the voters of California approved about $20 billion in bonding (Prop 1b) for the Highway Safety, Traffic Reduction, Air Quality, and Port Security Act. This funding has aided in the construction of many projects in Tulare County. The individual program components of this act are listed under State Funding Sources. The funding from this bond is nearly complete.

The adoption of the latest transportation authorization act on July 6, 2012, Moving Ahead for Progress in the 21st Century Act (MAP-21), made significant changes to the funding programs that were available under the previous transportation authorization act, The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

With the passage of MAP-21, numerous federal programs were repealed, combined or enacted. For transit, the FTA 3038, 5308, 5316, 5317, 5320, and 5339 (Alternatives Analysis) were all repealed, the FTA 5307, 5310 and 5311 programs were modified and the FTA 5324, 5329, 5337 and 5339 (Bus and Bus Facilities) were enacted. For other types of transportation, several programs were combined into the new Transportation Alternatives Program (TA).

FUNDING SOURCES

The following revenue sources fund the projects in the RTP:

I. Federal Funding

a) Federal Transit Administration (FTA)
   1. Section 5303 -Metropolitan Planning
   2. Section 5307-Urban Area Formula Grants
   3. Section 5309-Fixed Guideways Capital Investment Grants
   4. Section 5310-Mobility of Seniors and Individuals with Disabilities
   5. Section 5311-Rural Transit Formula Grants
   6. Section 5311(c)-Public Transportation on Indian Reservations
   7. Section 5324-Emergency Relief
   8. Section 5329-Safety
   9. Section 5337-State of Good Repair
   10. Section 5339-Bus and Bus Facilities
   11. Section 5340-Growing States and High Density States Formula

b) MAP-21 Formula Programs,
   1. National Highway Performance Program (NHPP)
   2. Surface Transportation Program (STP)
   3. Congestion Mitigation and Air Quality Program (CMAQ)

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4. Highway Safety Improvement Program (HSIP)
5. Railway-Highway Crossings
6. Metropolitan Planning
7. Transportation Alternatives Program (TAP)

c) MAP-21 Discretionary Programs
1. Federal Lands Transportation Program
2. Federal Lands Access Program
3. Tribal Transportation Program
4. Tribal High Priority Projects (THPP)
5. Projects of National and Regional Significance (PNRS)
6. Work Zone Safety Grants
7. On-the-Job Training Supportive Services
8. Disadvantaged Business Enterprise (DBE) Supportive Services
9. Highway Use Tax Evasion
10. Emergency Relief

II. State Funding (includes federal funding distributed to the state)

a) State Transportation Improvement Program (STIP)
1. Interregional Improvement Program (IIP)
2. Regional Improvement Program (RIP)

b) State Highway Operations Protection Program (SHOPP)
1. Major Damage Restoration
2. Collision Reduction
3. Mandates
4. Mobility Improvement
5. Bridge Preservation
6. Roadway Preservation
7. Roadside Preservation
8. Facility Improvement
9. Minor Program

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) Active Transportation Program (ATP)

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

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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), using Interregional Improvement Program (IIP) funds, and regional agencies prepare Regional Transportation Improvement Programs (RTIPs) using Regional Improvement Program (RIP) funds. 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 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 projects, transportation system management projects, soundwalls, rail transit projects, local street projects, intermodal facilities, pedestrian and bicycle facilities. TCAG uses RIP funding only on state highway projects. 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 2039/40.

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 State gas tax partially funds the program, but it is primarily funded through the 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 was programmed prior to FY 2013/14. Exceptions include the Public Transportation, Modernization, Improvement and Service Enhancement Account (PTMISEA). About

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$300 million in bond funding was programmed prior FY 2013/14 in Tulare County.

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.

Active Transportation Program (ATP)

The Active Transportation Program (ATP) was created by Senate Bill 99 (Chapter 359, Statutes of 2013) and Assembly Bill 101 (Chapter 354, Statutes of 2013) to encourage increased use of active modes of transportation, such as biking and walking. The ATP consolidates existing federal and state transportation programs, including the Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA), and State Safe Routes to School (SR2S), into a single program with a focus to make California a national leader in active transportation.

ATP projects are to be selected under two separate selection processes – the statewide competitive selection process and a MPO administered local competitive selection process. Projects not selected in the statewide competition will be considered during the MPOs selection process.

For FY 14/15 the total amount available for the statewide competition is $120 million and $60 million in FY 15/16. TCAG's FY 14/15 share for its local competitive process is nearly $1.25 million and $623,000 in FY 15/16. For both the statewide and MPO distribution amounts, 25% must benefit disadvantaged communities. In addition, $24 million of the statewide funds are available for safe routes to school projects. Table 4-7 shows ATP funding projections for the TCAG portion of funding.

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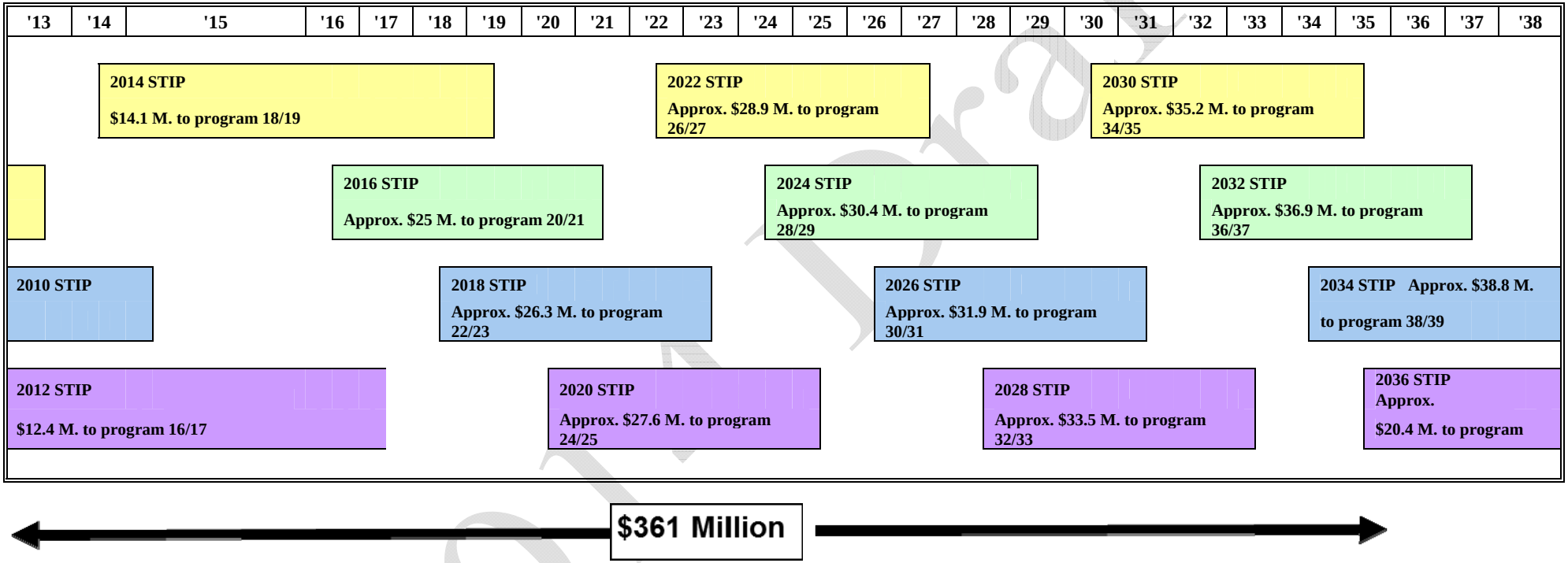
Table 4-1
STIP Cycles & Project Timelines 2013/14-2039/40



Note:
STIP Funding Assumptions: It is estimated that Tulare County will receive $25 million in the 2016 STIP 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 2039-40. One half of the 2036 STIP is assumed to be available in FY39/40.

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Table 4-2
2012 State Highway Operation & Protection Program (SHOPP)

$ thousands

Route	Post Miles	Location/Description	EA	PPNO	FY	Fund Type	PA & ED	PS & E	RW	RW Sup	Con	Con Sup	Total
190	20.9/21.3	Near Porterville, at Road 284. Intersection improvement. (Additional $400,000 from local contribution)	0J530	6428	13/14	STP	$ 467	$ 488	$370	$ 100	$ 1,500	$ 180	$ 3,105
190	0.0/8.0	In Tulare County, from 99/190 separation bridge to Road 184. Widen shoulders, install open-graded asphalt concrete and left turn lane.	46150	6508	13/14	NH	$ 1,211	$ 1,378	$5,000	$ 1,391	$15,000	$ 1,482	$ 25,462
190	4.0/5.0	Near Tipton, from east of Road 148 to west of Road 160. Improve intersection.	0P590	6624	15/16	STP	$ 992	$ 799	$1,387	$ 357	$ 2,481	$ 317	$ 6,333
198	R12.0	Near Visalia, at Vista Avenue Pedestrian Overcrossing; also on Route 99 at Avenue 80 Pedestrian Overcrossing (PM 10.3). Upgrade pedestrian overcrossings to current ADA standards.	0H630	6468	13/14	NH	$ 589	$ 1,636	$606	$ 244	$ 6,642	$ 1,174	$ 10,891
201		Near Kingsburg, on Route 201 at Sand Creek and Friant-Kern Canal Bridge; also on Route 216 at Kaweah River Bridge. Bridge rail replacement.	0H200	6521	15/16	HBRR-S	$ 1,268	$ 2,498	$600	$ 516	$ 8,500	$ 1,916	$ 15,298
245	20.8	Near Badger, at Cottonwood Creek. Reconstruct embankment.	0N390	6569	12/13	NH	$ 128	$ 211	$20	$ 127	$ 406	$ 110	$ 1,002
99	25.0/27.6	Near the city of Tulare, from Elk Bayou Bridge to Paige Road. Repair and overlay pavement.	0P170	6593	15/16	NH	$ -	$ 647	$3	$ 15	$ 6,731	$ 581	$ 7,977

TOTAL $ 70,068

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Table 4-2a
2014 State Highway Operation & Protection Program (SHOPP) [draft]

$ thousands

Route	Post Miles	Location/Description	EA	PPNO	FY	Fund Type	PA & ED	PS & E	RW	RW Sup	Con	Con Sup	Total
190	20.9/21.3	Near Porterville, at Road 284. Intersection improvement. (Additional $400,000 from local contribution)	0J530	6428	14/15	STP	$ 565	$ 585	$370	$ 340	$ 1,700	$ 290	$ 3,850
190	4.0/5.0	Near Tipton, from east of Road 148 to west of Road 160. Improve intersection.	0P590	6624	15/16	STP	$ 992	$ 799	$1,387	$ 357	$ 2,481	$ 317	$ 6,333
201		Near Kingsburg, on Route 201 at Sand Creek and Friant-Kern Canal Bridge; also on Route 216 at Kaweah River Bridge. Bridge rail replacement.	0H200	6521	15/16	HBRR-S	$1,268	$2,498	$600	$ 516	$ 8,500	$1,916	$15,298
65	18.8/31.5	Near Porterville, from south of Olive Ave to Route 137. Rehabilitate pavement.	0Q260	6654	16/17	NH	$ 0	$1,300	$1	$ 30	$13,500	$1,200	$16,031
65	32.0/39.6	In Exeter, from Route 137 to Route 198. Rehabilitate pavement.	0G980	6349	15/16	NH	$ 0	$ 736	$1	$ 21	$ 5,245	$ 537	$ 6,540
190	0.0/8.0	In Tulare County, from 99/190 separation bridge to Road 184. Widen shoulders, install open-graded asphalt concrete and left turn lane.	46150	6508	14/15	NH	$ 1,500	$ 2,400	$6,000	$1,600	$17,000	$1,700	$30,200

TOTAL $ 78,252

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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		Rehabiliation, safety or modernazation, 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 allpicant 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 fudns 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 and Traffic Safety			Controller
	$1,000	Counties	Formula distribution for local use.	
	$1,000	Cities	Formula distribution for local use.	

($ in millions)

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Table 4-3a

Public Transportation Modernization, Improvement and Service Enhancement Account (PTMISEA)

Agency	Project Description	13-14	14-15	15-16	16/17	TOTAL
Porterville	Bus Stop Amenities (pullouts and improvements)		$243,000			$729,000
Porterville	New CNG transit bus			$243,000		
Porterville	Gasoline trolley				$150,000	
Porterville	Bus maintenance facility CNG time-fills				$93,000	
County	CNG fueling expansion	$200,000				$2,142,015
County	Three new CNG transit buses	$421,495	$786,054	$734,466		
Tulare	Two new CNG transit buses/fareboxes	$525,498			$640,436	$1,165,934
Visalia	Buses	$700,000	$1,101,443		$1,116,210	$2,917,653
Lindsay	Bus stop shelters		$50,570	$50,570	$38,922	$140,062
	TOTAL	$1,846,993	$2,181,067	$1,028,036	$2,038,568	$7,094,664

Notes: Dinuba and Woodlake received all of their funding prior to FY13/14. Exeter and Farmersville are served by Visalia Transit

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Federal Funding

Moving Ahead for Progress in the 21st Century Act (MAP-21)

MAP-21 (signed into law on July 6, 2012) replaced the Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). MAP-21 authorizes funds for federal transportation programming for two years and is currently set to expire at the end of FY 13/14.

MAP-21 combined many of the various programs from SAFETEA-LU. The core transportation formula programs are the National Highway Performance Program (NHPP), Surface Transportation Program (STP), Congestion Mitigation and Air Quality Program (CMAQ), Highway Safety Improvement Program (HSIP), and Metropolitan Planning funds.

Federal Transit Administration (FTA)

The FTA provides federal funds for improvements in rural and urban transit operations. MAP-21 made numerous changes, mostly consisting of combining programs, from SAFETEA-LU. The FTA sections that provide transit funds are as follows:

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 minimum 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 years. A total of $256 million will be available to agencies nationwide during the two years of MAP-21.

Section 5307 (Urbanized Area Formula Grants):

Section 5307 funds provide grants for Urbanized Areas for public transportation capital investments and operating expenses in urbanized areas under 200,000 in population from the Mass Transit Account. Under MAP-21, funding can also be used for operating expenses in urbanized areas over 200,000 in population if the transit system operates less than 100 buses. In addition, activities eligible under the former Jobs Access and Reverse Commute (JARC) program are now eligible under 5307.

Capital projects 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 of Transportation's discretion. A portion of Section 5307 funds can be used to support annual operating budgets on a 50% federal and 50% local basis or a 75% federal and 25% local basis depending on the number of buses operating during peak service hours. The total amount of Section 5307 funds over the life of MAP-21 is $9.9 billion.

Section 5307 funds are divided among regions and operators within regions on a formula basis. Section 5340 funding (Growing States and High Density States Formula) is included within the 5307 distribution. Tulare County contains two

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Urbanized Areas (UZAs) for this purpose: the Porterville UZA and the Visalia UZA. The Cities of Tulare, Exeter and Farmersville are included within the Visalia UZA. These areas can use Section 5307 funds for capital and operations. The City of Tulare operates its own transit system while Exeter and Farmersville receive fixed route service from Visalia. See Table 4-4 for the projected Section 5307 fund distribution.

FTA Section 5309 – Capital Investment Grants Program:

Also known as "New Starts/Small Starts," this program awards grants on a competitive basis for major investments in new and expanded rail, bus rapid transit (BRT) and ferry systems. Funding for FTA 5309 totals $1.9 billion in MAP-21.

Section 5310 (Mobility of Seniors and Individuals with Disabilities):

Section 5310 provides capital assistance for nonprofit agencies to provide transportation for elderly and persons with disabilities. Public agencies, where no private nonprofits are available, are also eligible. The capital funds are apportioned to states and large urbanized areas (over 200,000 in population) by the federal government through FTA to providers of transportation for the elderly and disabled. Activities eligible under the former New Freedom (5317) program are now eligible under 5310.

FTA 5310 will provide $513 million through the life of MAP-21. At least 55% of the funds must be spent on the types of capital projects eligible under the former (SAFETEA-LU) 5310. The remaining 45% may be used for public transportation projects that exceed ADA requirements, projects that improve access to fixed-route service, or alternatives to public transportation that assist seniors and individuals with disabilities.

Section 5311 (Rural Areas Formula Grants):

The Section 5311 program provides capital, operating, and administrative assistance for non-urbanized transit operations (areas with less than 50,000 in population). Activities eligible under the former Jobs Access and Reverse Commute (JARC) program are now eligible under 5311.

Administered by Caltrans in California, the funds can be used for either capital or operating expenses. Capital projects require a 20% local match and operations require a 50% local match. The transit agencies of Dinuba, Exeter, Woodlake, Farmersville, Lindsay, and Tulare County are eligible to apply for funding (Table 4-9). Funding for FTA 5311 totals about $1.2 billion under MAP-21. This includes $30 million for public transportation on tribal lands.

Section 5339 (Bus and Bus Facilities Program):

This is a new formula grant program in MAP-21 that replaces Section 5309 from SAFETEA-LU. The program provides funding to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. The program requires a 20% local match. Funding for FTA 5339 totals $850 million under MAP-21.

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Table 4-4
Federal Transit Administration Sections 5307 & 5311

In thousands $

Agency /Fund Type	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	35/36-39/40	TOTAL
Section 5307																								
Visalia*	4,036	4,125	4,216	4,308	4,403	4,500	4,599	4,700	4,803	4,909	5,017	5,128	5,240	5,356	5,473	5,594	5,717	5,843	5,971	6,103	6,237	6,374	34,036	$146,688
Porterville	1,609	1,645	1,681	1,718	1,756	1,794	1,834	1,874	1,915	1,957	2,000	2,044	2,089	2,135	2,182	2,230	2,279	2,330	2,381	2,433	2,487	2,541	13,571	$58,488
Total 5307	5,645	5,769	5,896	6,026	6,159	6,294	6,433	6,574	6,719	6,867	7,018	7,172	7,330	7,491	7,656	7,824	7,996	8,172	8,352	8,536	8,724	8,916	47,608	**$205,176**
Section 5311																								
Rural Agencies**	1,046	1,069	1,093	1,117	1,142	1,167	1,192	1,219	1,245	1,273	1,301	1,329	1,359	1,389	1,419	1,450	1,482	1,515	1,548	1,582	1,617	1,653	8,825	$38,033
Total 5311	1,046	1,069	1,093	1,117	1,142	1,167	1,192	1,219	1,245	1,273	1,301	1,329	1,359	1,389	1,419	1,450	1,482	1,515	1,548	1,582	1,617	1,653	8,825	**$38,033**
Local Match																								
5307 Match	1,411	1,442	1,474	1,507	1,540	1,574	1,608	1,644	1,680	1,717	1,754	1,793	1,832	1,873	1,914	1,956	1,999	2,043	2,088	2,134	2,181	2,229	11,902	$51,294
5311 Match	262	267	273	279	285	292	298	305	311	318	325	332	340	347	355	363	371	379	387	396	404	413	2,206	$9,508
Total Match	1,673	1,710	1,747	1,786	1,825	1,865	1,906	1,948	1,991	2,035	2,080	2,125	2,172	2,220	2,269	2,319	2,370	2,422	2,475	2,530	2,585	2,642	14,108	**$60,802**
TOTAL	8,365	8,549	8,737	8,929	9,125	9,326	9,531	9,741	9,955	10,174	10,398	10,627	10,861	11,100	11,344	11,593	11,848	12,109	12,375	12,648	12,926	13,210	70,541	**$304,010**

Short-Term Total	
Section 5307	$62,382
Section 5311	$11,563
Local Match	$18,486

Long-Term Total	
Section 5307	$142,794
Section 5311	$26,469
Local Match	$42,316

*Tulare is included within the Visalia Urbanized Area. Funding is split by formula between Visalia and Tulare.

**Rural agencies include Dinuba, Woodlake, Exeter, Farmersville (contracts with Visalia) and the County

Projections based on 2.2% escalation from FY12/13 distributions

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Surface Transportation Program (STP)

The STP was established by ISTEA in 1991 and continued through TEA 21, SAFETEA-LU and MAP-21. 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). 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.

After the 2010 Census, the Visalia Urbanized Area (UZA) was expanded to include the City of Tulare. This resulted in the Visalia UZA having a population greater than 200,000. The Visalia UZA now is classified as a STP Large UZA and is ineligible for exchanging STP for state funds. STP funding exchange will continue for the areas in Tulare County that are outside the Visalia UZA.

Fifty percent of state STP funds are to be distributed to areas based on population, with the remainder to be used in any area of the state. Funding totals $20.1 billion for MAP-21. Funding projections for Tulare County are shown on Table 4-5.

National Highway Performance Program (NHPP)

The NHPP provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a state's asset management plan for the NHS.

NHPP funding is used by Caltrans to fund programs, such as interstate maintenance, that support the stated goals of the program. NHPP funding totals $43.7 billion in MAP-21.

Highway Safety Improvement Program (HSIP)

The HSIP uses a formula distribution that is weighted equally based on lanes miles, vehicle miles traveled and fatalities. The purpose of the program is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-state owned public roads and roads on tribal lands.

Funding is divided by formula to the states which then funds eligible safety programs within the state. HSIP includes projects formerly eligible in the High Risk Rural Road program. There is a total of $4.8 billion in HSIP funding in MAP-21.

Congestion Mitigation and Air Quality (CMAQ)

CMAQ continues to be funded through MAP-21. Funds are directed to projects and programs which improve or maintain National Ambient Air Quality Standards in non-attainment and air quality maintenance areas.

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, roundabouts and other projects have been programmed. There is a total of $4.44 billion in CMAQ funding in MAP-21. Funding projections for Tulare County are shown on Table 4-6.

Transportation Alternatives Program (TAP)

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TAP is a new program under MAP-21 that replaces funding for Transportation Enhancements, Safe Routes to School and several other discretionary programs from SAFETEA-LU. Unless the state's governor opts out, there is a set-aside from TAP to fund the Recreational Trails Program equal to the FY 2009 SAFETEA-LU apportionment.

TAP 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, safe routes to schools and recreational trails.

TAP is funded through set-asides from the five MAP-21 core formula programs. There is a total of $1.63 billion authorized under MAP-21. Fifty percent of a state's TAP apportionment must be sub-allocated based on population while the other 50% may be used for any area of the state or transferred into the five core formula programs.

Federal Lands and Tribal Transportation Programs

Under MAP-21, the Federal Lands Transportation Program (FLTP) provides $300 million annually for projects that improve access within federally owned land. This program combined the former Park Roads and Refuge Roads programs from SAFETEA-LU.

The Federal Lands Access Program (FLAP) provides $250 million annually for projects on state and local roads that improve access to federal lands. Funds are distributed on a formula basis to states and projects are then awarded by the state on a competitive basis.

The Tribal Transportation Program provides $450 million annually for projects that improve access to and within Tribal lands. This funding is divided on a formula basis among tribes. In addition, MAP-21 includes a discretionary program, Tribal High Priority Projects Program, at $30 million per year.

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. While this type of funding was not included in MAP-21, high priority project funding may again be included in future transportation authorization bills.

Federal Transportation Improvement Program (FTIP)

The FTIP outlines projects and financial expenditures from all federal programs. In addition, the FTIP includes regionally significant projects that don't use federal funds. The FTIP is a 4-year programming document that is comprehensively updated every two years. TCAG prepares the FTIP in cooperation with its member agencies, transit operators, state and federal agencies, Tule River Indian Tribe and through the public participation process as defined in TCAG's adopted Public Participation Plan.

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Table 4-5
Surface Transportation Program

	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
Urban	2,534	2,584	2,636	2,689	2,743	2,797	2,853	2,910	2,969	3,028	3,089	3,150	3,213	3,278
Rural	2,566	2,599	2,633	2,668	2,704	2,740	2,777	2,815	2,854	2,893	2,933	2,974	3,016	3,058
TOTAL	5,099	5,183	5,269	5,357	5,446	5,538	5,631	5,725	5,822	5,921	6,021	6,124	6,229	6,336

Short-Term Total: $54,992

	27/28	28/29	29/30	30/31	31/32	32/33	33/34	34/35	35/36	36/37	37/38	38/39	39/40	TOTAL
Cities	3,343	3,410	3,478	3,548	3,619	3,691	3,765	3,840	3,917	3,995	4,075	4,157	4,240	$89,552
County	3,102	3,146	3,191	3,237	3,284	3,332	3,381	3,431	3,482	3,533	3,586	3,640	3,695	$83,269
TOTAL	6,445	6,556	6,669	6,785	6,903	7,023	7,146	7,271	7,399	7,529	7,662	7,797	7,935	**$172,820**

Long-Term Total: $117,828

In thousands $

Projections based on 2% escalation from FY13/14 estimated distributions

Part of the Tulare County apportionment ($888k/year) does not change (Pre ISTEA old FAS Rules Calculating Roads in a County)

"Urban" = Visalia Urbanized Area

Table 4-6
Congestion Mitigation & Air Quality

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
5,359	5,466	5,575	5,687	5,801	5,917	6,035	6,156	6,279	6,404	6,532	6,663	6,796	6,932	7,071

Short-Term Total: $58,678

28/29	29/30	30/31	31/32	32/33	33/34	34/35	35/36	36/37	37/38	38/39	39/40	TOTAL
7,212	7,357	7,504	7,654	7,807	7,963	8,122	8,285	8,450	8,619	8,792	8,968	**$189,407**

Long-Term Total: $130,728

In thousands $

Projections based on 2% escalation from FY13/14 estimated distributions

Table 4-7
Active Transportation Program

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
623	623	623	635	648	661	674	688	702	716	730	745	759	775	790

Short-Term Total: $6,593

28/29	29/30	30/31	31/32	32/33	33/34	34/35	35/36	36/37	37/38	38/39	39/40	TOTAL
806	822	838	855	872	890	908	926	944	963	982	1,002	**$21,201**

Long-Term Total: $14,608

In thousands $

Projections are based on 2013 ATP Fund Estimate with a 2% escalation after FY15/16

The ATP includes federal Transportation Alternatives Program funding and other federal and state funding sources.

This funding estimate only includes the MPO allocation of ATP and does not include the competitive statewide portion of ATP.

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Local and Regional Funding (including State-Local disbursements)

State Fuel Excise Tax

The State collects an 18 cents/gallon excise tax on gasoline and 13 cents/gallon on diesel fuel. This tax generates over $3 billion per year in revenue and is divided by formula between the State Highway Account (SHA) which funds the STIP, SHOPP and other state programs at 64% and for use by cities and counties at 36% through the Highway Users Tax Account (HUTA).

Fuel Tax Swap

The State replaced the Proposition 42 5% state sales tax on gasoline with an additional excise tax known as the fuel tax swap. This excise tax was enacted in July of 2010 at 17.3 cents/gallon. The Board of Equalization has the authority to adjust the excise tax to based on how much revenue would've been raised under the old sales tax. Due to higher gasoline prices, the excise tax has been raised to 21.5 cents/gallon as of July, 2013. This tax is divided between the SHA (44% to the STIP, 12% to the SHOPP) and local streets and roads through the HUTA (44%).

Figure 4-1
Projected Fuel Excise Tax Disbursements FY13/14*

Agency	Base	Swap	Total
Dinuba	.34	.32	.66
Exeter	.16	.15	.32
Farmersville	.17	.16	.32
Lindsay	.19	.17	.36
Porterville	.82	.78	1.60
Tulare	.90	.86	1.76
Visalia	1.88	1.80	3.68
Woodlake	.12	.11	.24
County	6.73	9.22	15.94
TOTAL	**11.33**	**13.56**	**24.89**

*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 STAF 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 $25.9 million in revenue for FY 20011/12 and $28.0 million for FY 2012/13. Table 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 improvements (35%), transit, bicycle, rail and environmental projects (14%) and administration and planning (1%). Although Measure R will aid

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in transportation projects, the issue of deferred maintenance remains.

The current iteration of the Measure R regional sales tax expires after FY 2036/37. An extension of the regional sales tax is assumed for the outer years of the RTP planning period.

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 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 Cities of Visalia, Tulare, and Porterville are the only cities who collect fees for local street and road improvements on the Regional Road System. 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.

Other Potential Future Revenue Sources

Cap and Trade Program

As follow-up implementation of AB 32, a cap-and-trade program is one of the strategies California is employing to reduce the Greenhouse Gas (GHG) emissions that cause climate change. This objective of the program is to help put California on the path to meet its goal of reducing GHG emissions to 1990 levels by the year 2020, and ultimately achieving an 80% reduction from 1990 levels by 2050. Under cap-and-trade, an overall limit on GHG emissions from capped sectors will be established by the cap-and-trade program and facilities subject to the cap will be able to purchase and trade permits (allowances) to emit GHGs.

There is a potential for revenues from the program to be used for transportation projects that result in the reduction GHG emissions. However, the disbursement of and estimated amount of these future revenues has not yet been determined. For this reason, potential revenues from this program have not yet been included in this RTP.

Regional Transportation Impact Fee

Due largely to the instability of state transportation funding, not all needed transportation projects can be completed within the RTP planning period. In recognition of the impacts of growth to the region's transportation system, TCAG is in the process of developing a regional Transportation Impact Fee (TIF) program. Potential revenues from this fee are not included in this RTP because the TIF has not yet been finalized and approved.

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Table 4-8

Draft 2013-14 Local Transportation Fund Apportionments

LTF ESTIMATE FOR 2013-14 = $14,338,046

			REVENUES		(ADJUSTMENTS)				FUNDS AVAILABLE TO CLAIMANT			
Agency	Population 1/1/2013	% of Total Population	Fund Balance Revised	Estimates 13/14	Unpaid Claims, Admin, Transfers	Transfer Agreement[2]	TDA Admin.	Subtotal	Planning Contribution[1]	Special Contributions[1]	Public Transit Streets & Roads	Total LTF
Dinuba	23,082	5.07%	$24,041	$726,408	$0	$0	($1,520)	$748,929	$54,253	$3,441	$691,236	$691,236
Exeter	10,487	2.30%	($7,025)	$330,034	$0	$0	($691)	$322,319	$24,649	$0	$297,670	$297,670
Farmersville	10,886	2.39%	$472,174	$342,591	$0	$0	($717)	$814,047	$25,587	$6,309	$782,152	$782,152
Lindsay	12,376	2.72%	$280,722	$389,482	$0	($20,275)	($815)	$649,115	$29,089	$2,868	$617,158	$617,158
Porterville	55,490	12.18%	$210,067	$1,746,312	$0	$0	($3,654)	$1,952,725	$130,426	$344	$1,821,955	$1,821,955
Tulare	61,199	13.43%	$392,782	$1,925,979	$0	$0	($4,030)	$2,314,731	$143,844	$23,628	$2,147,259	$2,147,259
Visalia	128,443	28.19%	$82,282	$4,042,199	$0	$0	($8,458)	$4,116,023	$301,897	$574	$3,813,552	$3,813,552
Woodlake	7,665	1.68%	$60,729	$241,223	$0	$0	($505)	$301,447	$18,016	$0	$283,431	$283,431
Non-Incorp.	145,971	32.04%	$4,012	$4,593,818	$0	$20,275	($9,612)	$4,608,493	$343,095	$22,940	$4,242,458	$4,242,458
TOTALS:	**455,599**	**100%**	**$1,519,784**	**$14,338,046**	**$0**	**$0**	**($30,000)**	**$15,827,830**	**$1,070,856**	**$60,103**	**$14,696,871**	**$14,696,871**

Notes:

[1]Claimant claims Planning Contribution and Special Contributions for transfer of funds directly to TCAG

[2]TRANSFER AGREEMENT SUMMARY

Agency Agreement #	Transfer From	Transfer to	*LTF Amount*	STA 99313 Amount	STA 99314 Amount	Total
26149	Tulare County	Porterville	$0	$279,424	$26,618	$306,042
26175	Tulare County	Visalia	$0	$208,828		$208,828
26148	Tulare County	Woodlake	$0	$12,115		$12,115
26317	Lindsay	Tulare County	$20,275	$64,761		$85,036

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Table 4-9
Draft 2013/14 State Transit Assistance Fund

Agency	Population 1/1/2013	% of Total Population	STAF 99313 13/14	STAF 99313 Transfer Agreement		STAF 99313 Total 99313	STAF 99314 13/14	STAF 99314 Transfer Agreement	STAF 99314 Total 99314	Total STAF 13/14
Dinuba	23,082	5.07%	$120,784			**$120,784**			**$120,784**	**$120,784**
Exeter	10,487	2.30%	$54,876			**$54,876**	$932		**$55,808**	**$55,808**
Farmersville	10,866	2.39%	$56,964			**$56,964**			**$56,964**	**$56,964**
Lindsay	12,376	2.72%	$64,761	($64,761)	*d*	**$0**			**$0**	**$0**
Porterville	55,490	12.18%	$290,369	$290,659	*a*	**$581,028**	$26,618	$15,383	**$623,029**	**$623,029**
Tulare	61,199	13.43%	$320,243			**$320,243**	$23,484		**$343,727**	**$343,727**
Visalia	128,443	28.19%	$672,118	$208,828	*b*	**$880,946**	$163,743		**$1,044,689**	**$1,044,689**
Woodlake	7,665	1.68%	$40,109	$12,115	*c*	**$52,224**			**$52,224**	**$52,224**
Non-Incorp.	145,971	32.04%	$763,839	($446,841)	*a, b, c, d*	**$316,998**	$15,383	($15,383)	**$316,998**	**$316,998**
Total	**455,579**	**100.00%**	**$2,384,063**	**$0**		**$2,384,063**	**$230,160**	**$0**	**$230,160**	**$2,614,223**

2013/14 Transfer Agreements

Agency Agreement #	**Transfer reference**	**Transfer From**	**Transfer to**	**LTF**	**STA 99313**	**STA 99314**	**Total**
26149	a	Tulare County	Porterville	$0	$290,659	$15,383	$306,042
26175	b	Tulare County	Visalia	$0	$208,828	$0	$208,828
26148	c	Tulare County	Woodlake	$0	$12,115		$12,115
		Tulare County	Exeter				$0
		Lindsay	Tulare County				$0
		Exeter	Visalia				$0
		Farmersville	Visalia				$0
26317	d	Lindsay	Tulare County	$20,275	$64,761		$85,036

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Table 4-10
State Transit Assistance Fund

	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
99313	2,384	2,432	2,480	2,530	2,581	2,632	2,685	2,739	2,793	2,849	2,906	2,964	3,024	3,084	3,146
99314	230	235	239	244	249	254	259	264	270	275	281	286	292	298	304
TOTAL	2,614	2,667	2,720	2,774	2,830	2,886	2,944	3,003	3,063	3,124	3,187	3,250	3,315	3,382	3,449
							Short-Term Total:	$31,812							

	28/29	29/30	30/31	31/32	32/33	33/34	34/35	35/36	36/37	37/38	38/39	39/40	TOTAL
99313	3,209	3,273	3,338	3,405	3,473	3,543	3,613	3,686	3,759	3,835	3,911	3,990	$84,263
99314	310	316	322	329	335	342	349	356	363	370	378	385	$8,135
TOTAL	3,518	3,589	3,661	3,734	3,808	3,885	3,962	4,042	4,122	4,205	4,289	4,375	**$92,398**
								Long-Term Total:	$60,586				

In thousands $

Projections are based on 2013/14 State distribution with a 2% escalation

Table 4-11
Local Transportation Fund

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
14,338	14,625	14,917	15,216	15,520	15,830	16,147	16,470	16,799	17,135	17,478	17,828	18,184	18,548	18,919
					Short-Term Total:	$156,997								

28/29	29/30	30/31	31/32	32/33	33/34	34/35	35/36	36/37	37/38	38/39	39/40	TOTAL
19,297	19,683	20,077	20,478	20,888	21,306	21,732	22,166	22,610	23,062	23,523	23,993	**$506,767**
						Long-Term Total:	$349,770					

In thousands $

Projections are based on 2013/14 distribution with a 2% escalation

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Table 4-12
Measure R Regional Sales Tax

In thousands $

	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
Regional	14,546	15,128	15,733	16,363	17,017	17,698	18,406	19,142	19,908	20,704	21,532	22,394	23,289	24,221
Local	10,183	10,590	11,013	11,454	11,912	12,389	12,884	13,400	13,936	14,493	15,073	15,676	16,303	16,955
Non-roads	4,073	4,236	4,405	4,582	4,765	4,955	5,154	5,360	5,574	5,797	6,029	6,270	6,521	6,782
Admin	291	303	315	327	340	354	368	383	398	414	431	448	466	484
TOTAL	29,093	30,257	31,467	32,726	34,035	35,396	36,812	38,284	39,816	41,408	43,065	44,787	46,579	48,442

Short-Term Total: $349,293

	27/28	28/29	29/30	30/31	31/32	32/33	33/34	34/35	35/36	36/37	37/38	38/39	39/40
Regional	25,190	26,197	27,245	28,335	29,468	30,647	31,873	33,148	34,474	35,853	37,287	38,779	40,330
Local	17,633	18,338	19,072	19,835	20,628	21,453	22,311	23,204	24,132	25,097	26,101	27,145	28,231
Non-roads	7,053	7,335	7,629	7,934	8,251	8,581	8,924	9,281	9,653	10,039	10,440	10,858	11,292
Admin	504	524	545	567	589	613	637	663	689	717	746	776	807
TOTAL	50,380	52,395	54,491	56,670	58,937	61,294	63,746	66,296	68,948	71,706	74,574	77,557	80,659

Long-Term Total: $1,020,526

Projections use $27.974m actual from FY12/13 as baseline with 4% escalation

"Non-roads" include transit, bicycle, rail and environmental projects

The last year of current Measure R is FY 36/37

Regional Sales Tax is assumed to continue beyond FY 36/37

	TOTAL
Regional	$684,910
Local	$479,437
Non-roads	$191,775
Admin	$13,698
TOTAL	**$1,369,819**

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Table 4-13

Year of Expenditure Revenues/Expenditures Summary

Table 4-14	**Local** LTF - Escalated figures from Table 4-11 (FY13/14 base year with 2% yearly escalation thereafter) Gas Tax (HUTA) - FY12/13 for baseline with 3% yearly escalation thereafter Other Local Funds (VLF/TIF) - FY12/13 baseline with 3% yearly escalation thereafter Transit Fares - City/county revenues from FY12/13 baseline with 3% yearly escalation thereafter Other Transit - City/county revenues from FY12/13 baseline with 3% yearly escalation thereafter
	Regional Measure R - Escalated figures from Table 4-12 (FY12/13 baseline with 4% escalation thereafter) Note: From FY09/10 to FY12/13, sales tax growth in Tulare County averaged 7% per year.
	State SHOPP - 2012 SHOPP programming used as baseline with 2.2% yearly escalation thereafter RTIP - Escalated figures from Table 4-1 ($25m projected for 2016 STIP with 5% escalation for each following STIP) ATP - Escalated figures from Table 4-7 (2013 ATP Urban Region shares as baseline with 2% yearly escalation after 15/16) 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 (FY13/14 with 2% yearly escalation thereafter)
	Federal Transit 5310 - 3% per year escalation 5311 - Escalated figures from Table 4-4 (FY12/13 used as baseline with 2.2% yearly escalation thereafter) 5307 - Escalated figures from Table 4-4 (FY12/13 used as baseline with 2.2% yearly escalation thereafter)
	Federal Highway CMAQ - Escalated figures from Table 4-6 (FY13/14 used as baseline with 2% yearly escalation thereafter) STP - Escalated figures from Table 4-5 (FY13/14 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
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 FY13/14 to FY17/18 and per the 5 and 10 year periods thereafter
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 ($20m in short-term loans is shown in FY13/14, $35m in bonding is shown in FY14/15, $60m in bonding is shown in FY18-23).

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Table 4-14 Long-Range Plan Revenue Table

Escalated Dollars, Millions

	REVENUE SOURCES	FIRST 5 YEARS (See FSTIP Cycle)						NEXT 5 YEARS 2018-23	NEXT 5 YEARS 2023-28	NEXT 5 YEARS 2028-33	NEXT 10 YEARS 2033-43	30 YEAR TOTAL
		Year 1 2013/14	Year 2 2014/15	Year 3 2015/16	Year 4 2016/17	Year 5 2017/18	Five Year Sum					
LOCAL	Sales Tax *[see Regional]*	$13	$14	$14	$14	$14	$69.008	$76.190	$84.120	$92.875	$215.756	$537.948
	-- City											NA
	-- County											NA
	-- Other (Transportation Development Act, LTF) *[Table 4.11]*	$13	$14	$14	$14	$14	$69.008	$76.190	$84.120	$92.875	$215.756	$537.948
	Gas Tax (HUTA)	$20	$21	$21	$21	$22	$104.653	$115.545	$127.571	$140.849	$327.202	$815.819
	-- Gas Tax (Subventions to Cities)	$7	$7	$8	$8	$8	$37.865	$41.806	$46.157	$50.961	$118.386	$295.174
	-- Gas Tax (Subventions to Counties)	$13	$13	$13	$14	$14	$66.788	$73.739	$81.414	$89.888	$208.816	$520.645
	Other Local Funds	$5	$5	$5	$6	$6	$27.189	$30.957	$35.266	$40.196	$98.147	$231.755
	-- City General Funds	$2	$2	$2	$2	$2	$10.200	$11.262	$12.434	$13.728	$31.891	$79.513
	-- Street Taxes and Developer Fees	$3	$3	$3	$3	$4	$16.989	$19.695	$22.832	$26.469	$66.256	$152.241
	-- Other (registration fees (AB434/VLF) and Prop 42 (TIF/TCF))											
	Transit	$3	$3	$3	$3	$3	$16.323	$18.923	$21.937	$25.431	$63.658	$146.271
	-- Transit Fares	$2	$2	$2	$2	$2	$11.574	$13.417	$15.554	$18.032	$45.137	$103.714
	-- 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)	($1)	($1)	($1)	($1)	($6.389)	($10.950)	($10.950)	($10.950)		($39.239)
	Local Total	$40	$41	$42	$43	$44	$210.783	$230.664	$257.943	$288.401	$704.762	$1,731.793
REGIONAL	Tolls											
	-- Bridge											NA
	-- Corridor											NA
	Regional Transit Fares/Measures											U
	Regional Sales Tax (Measure R) *[Table 4-12]*	$29	$30	$31	$33	$34	$157.577	$191.716	$233.252	$283.787	$765.344	$1,631.677
	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	$45	$70	$20	$18	$26	$179.981	$210.124	$186.677	$247.508	$759.461	$1,583.752
STATE	State Highway Operations and Protection Program (SHOPP) *[Table 4-2]*	$15	$34	$28	$16	$17	$109.541	$126.988	$147.214	$170.661	$427.198	$981.602
	State Transportation Improvement Program (STIP)	$10	$5	$28	$2	$60	$105.460	$101.831	$121.914	$138.600	$296.120	$763.924
	-- Regional - RTIP (includes Prop 1B STIP Augmentation) *[Table 4-1]*	$9	$1	$15	$2	$10	$36.682	$58.350	$71.700	$80.600	$151.700	$399.032
	-- Regional - TA/ATP *[Table 4-7]*	$1	$1	$1	$1	$1	$3.153	$3.481	$3.843	$4.243	$9.857	$24.576
	-- Proposition 42 - RTIP											U
	-- Interregional - ITIP	$0	$3	$13		$49	$65.625	$40.000	$46.371	$53.757	$134.563	$340.316
	-- Interregional - ATP											U

	-- Proposition 42 - ITIP											U
	GARVEE Bonds											NA
	Traffic Congestion Relief Program											U
	State Transit Assistance (STA) (pop./rev. based, Prop 42) *[Table 4-10]*	$3	$3	$3	$3	$3	$13.343	$14.732	$16.265	17.958	$41.718	$104.017
	Carryover from Prior Years											NA
	Other Proposition 1B bonds (2006) SLPP, PTMISEA	$9	$2	$1	$2		$14.095					$14.095
	State Total	$36	$44	$60	$23	$79	$242.439	$243.551	$285.393	$327.219	$765.036	$1,863.638
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	$4.795	$5.346	$5.961	6.646	$15.672	$38.421
	Urbanized Area Formula Program (5307) *[Table 4-4]*	$6	$6	$7	$7	$7	$32.126	$35.818	$39.936	44.526	$104.995	$257.400
	Other											NA
	Federal Transit Total	$7	$7	$8	$8	$8	$37.452	$41.780	$46.610	$51.999	$122.737	$300.579
FEDERAL HIGHWAY	*Federal Highway Non-Discretionary*											
	Congestion Mitigation and Air Quality *[Table 4-6]*	$5	$5	$6	$6	$6	$27.888	$30.790	$33.995	37.533	$87.193	$217.399
	Surface Transportation Program (Regional) *[Table 4-5]*	$5	$5	$5	$5	$5	$26.354	$28.637	$31.155	33.936	$77.866	$197.948
	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	$13	$30	$18	$12	$12	$84.852	$66.401	$73.234	$80.841	$188.517	$493.843
	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)											U
	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	$1					$0.940	$0.904	$1.048	$1.215	$3.042	$7.150
	Federal Highway Total	$14	$30	$18	$12	$12	$85.792	$67.305	$74.282	$82.056	$191.559	$500.993
	FEDERAL TOTAL	$20	$37	$26	$20	$20	$123.244	$109.085	$120.892	$134.055	$314.296	$801.572

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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		$142	$192	$147	$105	$170	$756.447	$793.425	$850.906	$997.183	$2,543.556	$5,941.517

KEY:

U = Data are unavailable.

NA = Not applicable (not a projected revenue source at the development time of RTP.

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

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Table 4-15

Long-Range Plan Expenditures Table

Escalated Dollars, Millions

	REVENUE SOURCES	FIRST 5 YEARS (See FSTIP Cycle)						NEXT 5 YEARS 2018-23	NEXT 5 YEARS 2023-28	NEXT 5 YEARS 2028-33	NEXT 10 YEARS 2033-43	30 YEAR TOTAL
		Year 1 2012/13	Year 2 2013/14	Year 3 2014/15	Year 4 2015/16	Year 5 2016/17	Five Year Sum					
LOCAL	Sales Tax *[see Regional]*	$13	$14	$14	$14	$14	$69.008	$76.190	$84.120	$92.875	$215.756	$537.948
	-- City											NA
	-- County											NA
	-- Other (Transportation Development Act, LTF) *[Table 4.11]*	$13	$14	$14	$14	$14	$69.008	$76.190	$84.120	92.875	$215.756	$537.948
	Gas Tax (HUTA)	$20	$21	$21	$21	$22	$104.653	$115.545	$127.571	$140.849	$327.202	$815.819
	-- Gas Tax (Subventions to Cities)	$7	$7	$8	$8	$8	$37.865	$41.806	$46.157	50.961	$118.386	$295.174
	-- Gas Tax (Subventions to Counties)	$13	$13	$13	$14	$14	$66.788	$73.739	$81.414	89.888	$208.816	$520.645
	Other Local Funds	$5	$5	$5	$6	$6	$27.189	$30.957	$35.266	$40.196	$98.147	$231.755
	-- City General Funds	$2	$2	$2	$2	$2	$10.200	$11.262	$12.434	13.728	$31.891	$79.513
	-- Street Taxes and Developer Fees	$3	$3	$3	$3	$4	$16.989	$19.695	$22.832	26.469	$66.256	$152.241
	-- Other (registration fees (AB434/VLF) and Prop 42 (TIF/TCF))											
	Transit	$3	$3	$3	$3	$3	$16.323	$18.923	$21.937	$25.431	$63.658	$146.271
	-- Transit Fares	$2	$2	$2	$2	$2	$11.574	$13.417	$15.554	18.032	$45.137	$103.714
	-- 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)	($1)	($1)	($1)	($1)	($6.389)	($10.950)	($10.950)	(10.950)		($39.239)
	Local Total	$40	$41	$42	$43	$44	$210.783	$230.664	$257.943	$288.401	$704.762	$1,731.793
REGIONAL	Tolls											
	-- Bridge											NA
	-- Corridor											NA
	Regional Transit Fares/Measures											U
	Regional Sales Tax (Measure R)	$29	$30	$31	$33	$34	$157.577	$191.716	$233.252	283.787	$765.344	$1,631.677
	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	$45	$70	$20	$18	$26	$179.981	$210.124	$186.677	$247.508	$759.461	$1,583.752
STATE	State Highway Operations and Protection Program (SHOPP)	$15	$34	$28	$16	$17	$109.541	$126.988	$147.214	170.661	$427.198	$981.602
	State Transportation Improvement Program (STIP)	$10	$5	$28	$2	$60	$105.460	$101.831	$121.914	$138.600	$296.120	$763.924
	-- Regional - RTIP	$9	$1	$15	$2	$10	$36.682	$58.350	$71.700	80.600	$151.700	$399.032
	-- Regional - ATP	$1	$1	$1	$1	$1	$3.153	$3.481	$3.843	4.243	$9.857	$24.576
	-- Proposition 42 - RTIP											U
	-- Interregional - ITIP	$0	$3	$13		$49	$65.625	$40.000	$46.371	53.757	$134.563	$340.316

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	-- Interregional - ATP											U
	-- Proposition 42 - ITIP											U
	GARVEE Bonds											NA
	Traffic Congestion Relief Program											U
	State Transit Assistance (STA) (e.g., pop./revenue based, Prop 42)	$3	$3	$3	$3	$3	$13.343	$14.732	$16.265	17.958	$41.718	$104.017
	Carryover from Prior Years											NA
	Other Proposition 1b bonds (2006) SLPP, PTMISEA	$9	$2	$1	$2		$14.095					$14.095
	State Total	$36	$44	$60	$23	$79	$242.439	$243.551	$285.393	$327.219	$765.036	$1,863.638
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	$4.795	$5.346	$5.961	6.646	$15.672	$38.421
	Urbanized Area Formula Program (5307)	$6	$6	$7	$7	$7	$32.126	$35.818	$39.936	44.526	$104.995	$257.400
	Other											NA
	Federal Transit Total	$7	$7	$8	$8	$8	$37.452	$41.780	$46.610	$51.999	$122.737	$300.579
FEDERAL HIGHWAY	*Federal Highway Non-Discretionary*											
	Congestion Mitigation and Air Quality	$5	$5	$6	$6	$6	$27.888	$30.790	$33.995	37.533	$87.193	$217.399
	Surface Transportation Program (Regional)	$5	$5	$5	$5	$5	$26.354	$28.637	$31.155	33.936	$77.866	$197.948
	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	$13	$30	$18	$12	$12	$84.852	$66.401	$73.234	$80.841	$188.517	$493.843
	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)											U
	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	$1					$0.940	$0.904	$1.048	$1.215	$3.042	$7.150
	Federal Highway Total	$14	$30	$18	$12	$12	$85.792	$67.305	$74.282	$82.056	$191.559	$500.993

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	FEDERAL TOTAL	$20	$37	$26	$20	$20	$123.244	$109.085	$120.892	$134.055	$314.296	$801.572
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		$142	$192	$147	$105	$170	$756.447	$793.425	$850.906	$997.183	$2,543.556	$5,941.517

KEY:

U = Data are unavailable.

NA = Not applicable (not a projected revenue source at the development time of RTP.

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.

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Table 4-16 Revenue vs Expenditures Table

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					
LOCAL	Sales Tax *[see Regional]*											
	-- City											NA
	-- County											NA
	-- Other (Transportation Development Act, LTF) *[Table 4.11]*											
	Gas Tax (HUTA)											
	-- Gas Tax (Subventions to Cities)											
	-- Gas Tax (Subventions to Counties)											
	Other Local Funds											
	-- City General Funds											
	-- Street Taxes and Developer Fees											
	-- Other (registration fees (AB434/VLF) and Prop 42 (TIF/TCF))											
	Transit											
	-- Transit Fares											
	-- Other Transit (e.g., parcel/property taxes, parking revenue, etc)											
	Tolls (e.g., non-state owned bridges)											NA
	Other (e.g., RTEP, local bonds, interest)											
	Local Total											
REGIONAL	Tolls											
	-- Bridge											NA
	-- Corridor											NA
	Regional Transit Fares/Measures											U
	Regional Sales Tax (Measure R)											
	Regional Bond Revenue											
	Regional Gas Tax											NA
	Vehicle Registration Fees (CARB Fees, SAFE)											U
	Other											NA
	Regional Total											
STATE	State Highway Operations and Protection Program (SHOPP)											
	State Transportation Improvement Program (STIP)											
	-- Regional - RTIP											
	-- Regional - ATP											
	-- Proposition 42 - RTIP											U
	-- Interregional - ITIP											
	-- Interregional - ATP											U

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	-- Proposition 42 - ITIP											U
	GARVEE Bonds											NA
	Traffic Congestion Relief Program											U
	State Transit Assistance (STA) (e.g., pop./revenue based, Prop 42)											
	Carryover from Prior Years											NA
	Other Proposition 1b bonds (2006) SLPP, PTMISEA											
	State Total											
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)											
	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											

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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 vs EXPENDITURE TOTAL												$ 0

KEY:

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

NOTES:

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.

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FUNDING FLEXIBILITY & CHALLENGES

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.

As part of the RTP, various transportation modes are discussed and analyzed. The transportation modes include highways, mass transportation (transit), railroad, bicycle, pedestrian, and aviation facilities. The following is a brief summary by transportation mode of proposed action and expected funding challenges.

Streets and Roads

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 25 years. The projects that are not part of the capacity constrained system are compiled to create an "Unconstrained List of Projects." Tables 3-12 (Unconstrained Projects - Justification) and 3-15 (Unconstrained Project Requests) are located in the Action Element.

Another issue for Tulare County is "deferred maintenance" or lack of road rehabilitation funding. In Tulare County, there are 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, state funding sources such as HUTA provides funding for maintenance. In the past, state funding sources have been subject to volatility due to various budget compromises that sometimes results in the loss or delay of transportation funding. Measure R has become a vital resource for helping to fund local maintenance projects. However, funding has continued to fall short of the necessary amount to rehabilitate roads.

For the Regional Road System, one option would dedicate a given percentage of RTIP funds to be used for rehabilitation on the regional road system. The consequences of dedicating RTIP funding include the likely delay of other capacity increasing projects. In addition, TCAG has made it a policy to put future RTIP funding only on the state highway system. This helps to move capacity increasing projects forward and to prepare them for unforeseeable funding sources as well as to partner

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successfully with Caltrans and its' funds for state highway projects.

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 2011 RTP. Few new major projects were added to the 2014 RTP based on revenue projections and cost projections.

Several projects, such as the SR-99 (Goshen to Kingsburg) widening, Road 108 widening and Road 80 (phases 2 & 3) have been completed since the 2011 RTP and have been removed from the project lists. In addition, several projects have started construction but are not yet completed such as the Plaza Dr. Interchange and Houston Ave widening and are not included in the summary below. The complete list of regional projects is shown on Table 3-14.

Short-term (2014 – 2024)

- SR-99 (Caldwell to Goshen) – 2015
- SR-99 (Tagus to Goshen) – 2017
- SR-99 (Prosperity to Tagus) - 2021
- SR-65 (Porterville, ph. 1) – 2017
- SR-65 (Spruce, ph. 1) – 2019
- Avenue 416 – 2014, 2016
- Betty Dr I/C – 2017
- Cartmill Ave I/C – 2015
- Farmersville Blvd I/C – 2016, 2020
- Lovers Ln I/C – 2018

Long Term (2025 – 2040)

- SR-99 – 2032, 2040
- SR-65 (Porterville) – 2026, 2031, 2035
- SR-65 (Spruce) – 2026, 2030, 2035
- SR-190 (widening) – 2035, 2040
- SR-137 (widening) – 2040
- Ave 280 – 2023, 2031
- SR-99/Caldwell I/C – 2027
- SR-99/Paige I/C - 2026
- SR-198/Ave 148 I/C – 2032

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, Dinuba, and Woodlake. For the Urbanized Areas, Porterville and Visalia (includes Tulare, 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. There is potential federal funding available for new routes. Measure R funding is also available for route expansion. As new routes are developed, new capital requirements could arise. Congestion Mitigation and Air Quality

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(CMAQ) funds are available for transit capital and limited route expansion.

Bicycle

In 2010, 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 Alternatives Program (TAP) 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.

For example, TCAG is working with the Cities of Visalia and Tulare and County of Tulare to develop a Class I bicycle path along the old Santa Fe alignment between the two cities. The ultimate plan is to connect the cities with a dedicated bicycle path that would relieve congestion on parallel roadways.

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.

Rail

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.

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.

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).

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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 and infrastructure, heavy-duty engine replacement, bicycle facilities, construction of roundabouts, signal synchronization and others.

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Table 4-17 Capital Transit Needs Schedule

FISCAL YEAR	Visalia Transit		Exeter Dial a Ride		Porterville Transit		Tulare County Transit	
2013/14	Satellite Transfer Site, Passenger Counters, Bus Stop Improvements, Purchase 13 Transit Vehicles (Sequoia Shuttle Cutaways)	$5,596,640		$0	Purchase 2 transit vehicles, bus stop improvements,CNG fueling Expansion, bus maintenenace facility, fareboxes, safety and security improvements	$1,907,000	Construct TCaT Maintence and Operations Facility	$5,000,000
2014/15	Bus Stop Improvements	$100,000	Transit Security enhancements, purchase 1 CNG Bus	$230,000	Purchase transit vehicle,bus stop improvements, fareboxes, and safety and security improvements	$645,000	Expand the CNG fudling facility at the future Maintenance and Operations Facility, Security Enhancements	$2,112,761
2015/16	Purchase 6 Transit Vehicles, Bus stop improvements	$3,550,000		$0	Purchase transit vehicle, electronic fareboxes, bus maintenance facility, safety and security improvements, bus stop improvements	$10,695,000	Expansion of the CNG fueling facility at the future maintenance and operations facility, replace 7 Vehicles with CNG buses	$2,142,025
2016/17	Purchase 6 Transit Vehicles (DAR), Bus Stop improvements	$1,150,000	Replace CNG Transit Vehicle	$200,000	Purchase 2 transit vehicles, bus stop improvements, electronic farebox upgrades, passenger information system upgrades, passenger counter system, security system upgrades	$795,000	Security Enhancements	$112,761
2017/18	Purchase 7 Transit Vehicles, Bus Stop Improvements, Purchase 2 Trolleys	$4,525,000	Replace CNG Transit Vehicle	$200,000	Purchase 2 transit vehicles, bus stop amenities, electronic farebox upgrades, passenger information system upgrades, passenger counter system, security system upgrades, ITS Systems	$2,500,000	Expansion of Bus Stops, replacing outdated bus stop amenities with updated signage and shelters, security enhancements	$212,761
2018/19	Bus Stop Improvements	$100,000		$0	Purchase 2 CNG Transit Buses, Safety and Security Improvements, Bus stop improvements, electronic fare boxes, and transit center expansion	$1,390,000	Replace AVL/GPS on all fleet, replace 2 vehicles with 2 CNG buses	$600,000
2019/20	Bus stop improvements, purchase 10 transit vehicles	$100,000		$0	Purchase a transit vehicle, bus stop improvements, safety and security improvements, electronic farebox upgrades	$695,000	Replace Fareboxes with electronic fareboxes on fixed route, continue expansion of bus stops, replacing bus stop amenities	$400,000
2020/21	Bus stop Improvements	$100,000		$0	Purchase a transit vehicle, safety and security improvements, bus stop improvements, electronic farebox upgrades	$695,000	Replace surveillance cameras on fleet, add trip planning technologies	$250,000
2021/22	Bus Stop Improvements, Purchase 8 transit vehicles	$4,700,000	Replace CNG Transit Vehicle	$0	Purchase a CNG Transit vehicle, Bus stop improvements, electronic fareboxes	$725,000	Replace 2 vehicles with 2 CNG buses	$450,000
TOTAL		$19,921,640		$630,000		$20,047,000		$11,280,308

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Table 4-17 Capital Transit Needs Schedule

FISCAL YEAR	Tulare Transit		Dinuba Transit		Woodlake Dial a Ride		**Subtotal**
2013/14	Purchase 2 new CNG Vehicles, electronic fareboxes, and bus stop amenities	$1,000,000	Transit Center Construction	$2,500,000		$0	$16,003,640
2014/15	Purchase 3 transit vehicles, bus stop amenities, and ITS traffic signal system	$1,190,000	Purchase CNG Trolley bus	$250,000	Transit Security enhancements	$50,000	$4,577,761
2015/16	Transit Center Expansion, Purchase 1 transit vehicle, bus stop amenities, and ITS traffic signal system	$3,115,000	Purchase two CNG buses	$500,000		$0	$20,002,025
2016/17	Purchase 2 transit vehicles, bus stop amenities, and ITS traffic signal system	$715,000	Transit Maintenance Facility	$2,500,000	Replace CNG Transit Vehicle	$200,000	$5,672,761
2017/18	Purchase 2 transit vehicles, bus stop amenities, and ITS traffic signal system	$1,299,000	Purchase Trolley	$350,000		$0	$9,086,761
2018/19	Purchase 2 transit vehicles, bus stop amenities, and ITS traffic signal system	$786,000	Bus Stop amenities	$30,000	Transit Security enhancements	$100,000	$3,006,000
2019/20	Transit Security Enhancements	$300,000		$0		$0	$1,495,000
2020/21	Purchase 3 replacement DAR vehicles	$750,000		$0		$0	$1,795,000
2021/22		$0		$0	Replace CNG Transit Vehicle	$0	$5,875,000
TOTAL		$9,155,000		$6,130,000		$350,000	**$58,348,948**

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Table 4-18
Capital Improvement Program (CIP)
California Aviation System Plan 2014-2023

Year	PROJECT DESCRIPTION	Funding			
		FAA	State	Local	TOTAL
Mefford Field					
2014	ALP Narrative Report	$225,000	$11,250	$13,750	$250,000
2014	Rehab Runway 13-31, with Runway 13 PAPI	$135,000	$6,750	$8,250	$150,000
2015	Relocate segmented circle, wind cone, construct helipads	$198,000	$9,900	$12,100	$220,000
2016	Rehab parallel and connecting taxiways with lighting	$1,620,000	$81,000	$99,000	$1,800,000
2017	Rehab south end taxilane and main apron	$450,000	$22,500	$27,500	$500,000
2018	Rehab north end apron and hangar taxilanes	$360,000	$18,000	$22,000	$400,000
2019	Enviro. Assessment for land acquistion & runway	$288,000	$14,400	$17,600	$320,000
2020	Rehab runway 13-31, infield safey grading	$1,800,000	$90,000	$110,000	$2,000,000
2021	Acquire property, 34 acres	$2,700,000	$135,000	$165,000	$3,000,000
2021	Relocate Hosfield Dr. and airport fence (design)	$162,000	$8,100	$9,900	$180,000
2022	Relocate Hosfield Dr., Laspina St, install fence	$2,700,000	$135,000	$165,000	$3,000,000
2022	Runway & parallel taxiway extension (design)	$540,000	$27,000	$33,000	$600,000
2023	Extend Runway 13-31	$6,750,000	$337,500	$412,500	$7,500,000
	Total	$17,928,000	$896,400	$1,095,600	$19,920,000
Porterville Municipal Airport					
2014	Fencing and access control	$540,000	$27,000	$33,000	$600,000
2014	Rehab southside runway to commercial taxiway	$1,620,000	$81,000	$99,000	$1,800,000
2015	ALP Narrative including runway extension justification	$171,000	$8,550	$10,450	$190,000
2016	Enviro. Assessment for runway extension	$216,000	$10,800	$13,200	$240,000
2017	Purchase property for proposed runway extension	$360,000	$18,000	$22,000	$400,000
2018	Runway & parallel taxiway extension (design)	$315,000	$15,750	$19,250	$350,000
2019	Runway & parallel taxiway extension to north	$2,160,000	$108,000	$132,000	$2,400,000
2020	Taxiway and apron pavement maintenance	$270,000	$13,500	$16,500	$300,000
2021	South and perimeter access road	$234,000	$11,700	$14,300	$260,000
2022	Purchase FOD removal equipment (sweeper)	$198,000	$9,900	$12,100	$220,000
2023	ALP Update	$171,000	$8,550	$10,450	$190,000
	Total	$6,255,000	$312,750	$382,250	$6,950,000
Sequoia Field Airport					
2014	Airport layout plan update	$135,000	$6,750	$8,250	$150,000
2014	Apron and hangar taxiways	$900,000	$45,000	$55,000	$1,000,000
2015	AWOS, PAPI & REIL	$765,000	$38,250	$46,750	$850,000
2016	12,000 gal. AVGAS fuel island	$1,350,000	$67,500	$82,500	$1,500,000
2017	16 unit nested t-hangar buildings	$720,000	$36,000	$44,000	$800,000
2018	Ramp & apron improvements	$1,350,000	$67,500	$82,500	$1,500,000
	Total	$5,220,000	$261,000	$319,000	$5,800,000
Visalia Municipal Airport - (Projects not submitted for CIP)					
	Total	$0	$0	$0	$0
Woodlake Airport					

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2014	Airport lighting vault and site electrical	$108,000	$5,400	$6,600	$120,000
2014	AWOS	$0	$108,000	$12,000	$120,000
2014	Airfield and terminal area (design)	$360,000	$18,000	$22,000	$400,000
2014	Earthwork & drainage, fencing	$630,000	$31,500	$38,500	$700,000
2014	PAPI and REIL runway 6-24	$142,500	$3,563	$3,937	$150,000
2014	Reimburse land acquisition	$810,000	$40,500	$49,500	$900,000
2014	Relocate fuel farm & 13 hangars with taxiway	$190,000	$4,750	$5,250	$200,000
2014	Runway lighting with signs, taxiway reflectors	$285,000	$7,125	$7,875	$300,000
2014	Runway, taxiway, runup paving	$1,425,000	$35,625	$39,375	$1,500,000
2014	Segmented circle/windcone, rotating beacon	$47,500	$1,188	$1,312	$50,000
2015	Access road and card gates	$228,000	$5,700	$6,300	$240,000
2015	Apron reconstruction pavement	$450,000	$22,500	$27,500	$500,000
2015	Apron security lighting	$475,000	$11,875	$13,125	$500,000
2015	Hangar TWY	$135,000	$6,750	$8,250	$150,000
2015	Water/fire protection system	$166,250	$4,156	$4,594	$175,000
2016	Access road	$70,300	$1,758	$1,942	$74,000
	Total	$5,522,550	$308,390	$248,060	$12,158,000
	Tulare County CIP Total	$34,925,550	$1,778,540	$2,044,910	$44,828,000

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Tulare County Association of Governments

Goods Movement Chapter

TCAG 2014 Regional Transportation Plan

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 450,804 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, availability of land, its growing population, and its large agricultural industry makes its highways and corridors some of the most traveled in the State. In 2007, nearly 500 million tons of goods moved into, out of, intra-regionally, or through he San Joaquin Valley, transported by trucks, rail, water, and air freight modes. 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. Goods Movement in the San Joaquin Valley is currently dominated by a single transportation mode – trucking. In 2007, of the 500 million tons of goods that moved into, out of, or within the region, more than 90% moved by truck. There are some good reasons for this, and trucks will always be a very important component to goods movement in the San Joaquin Valley (SJV). However, it is important to continue to study the potential of expanding other modes in the region – including short haul rail (in particular from an inland port at Shafter or Crows Landing to the Port of Oakland), improved access to Class I rail, and increased use of air cargo.

The Commodity flow of products entering and leaving Tulare County are diverse and numerous. The type of products that are being moved include farm products, aggregates, food, materials, fuels, paper products, plastics, electronics, textiles, consumer products to be shipped into distributions and to be shipped out to market. It is anticipated to continue to grow from 2007 to 2040 by an average of 56% (SJV Interregional Goods Movement Plan 2013). Figure 5-2 shows the typical commodity flow of agricultural products. Tulare County is the number one producer of milk in the Country. Tulare County also produces a large amount of citrus, nuts, berries, and other agricultural related products that are shipped across the country and the world to international markets.

Tulare County's numerous agribusiness industries heavily rely on the transfer of goods throughout the State of California. 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.

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Figure 5-1
California Trade Corridors

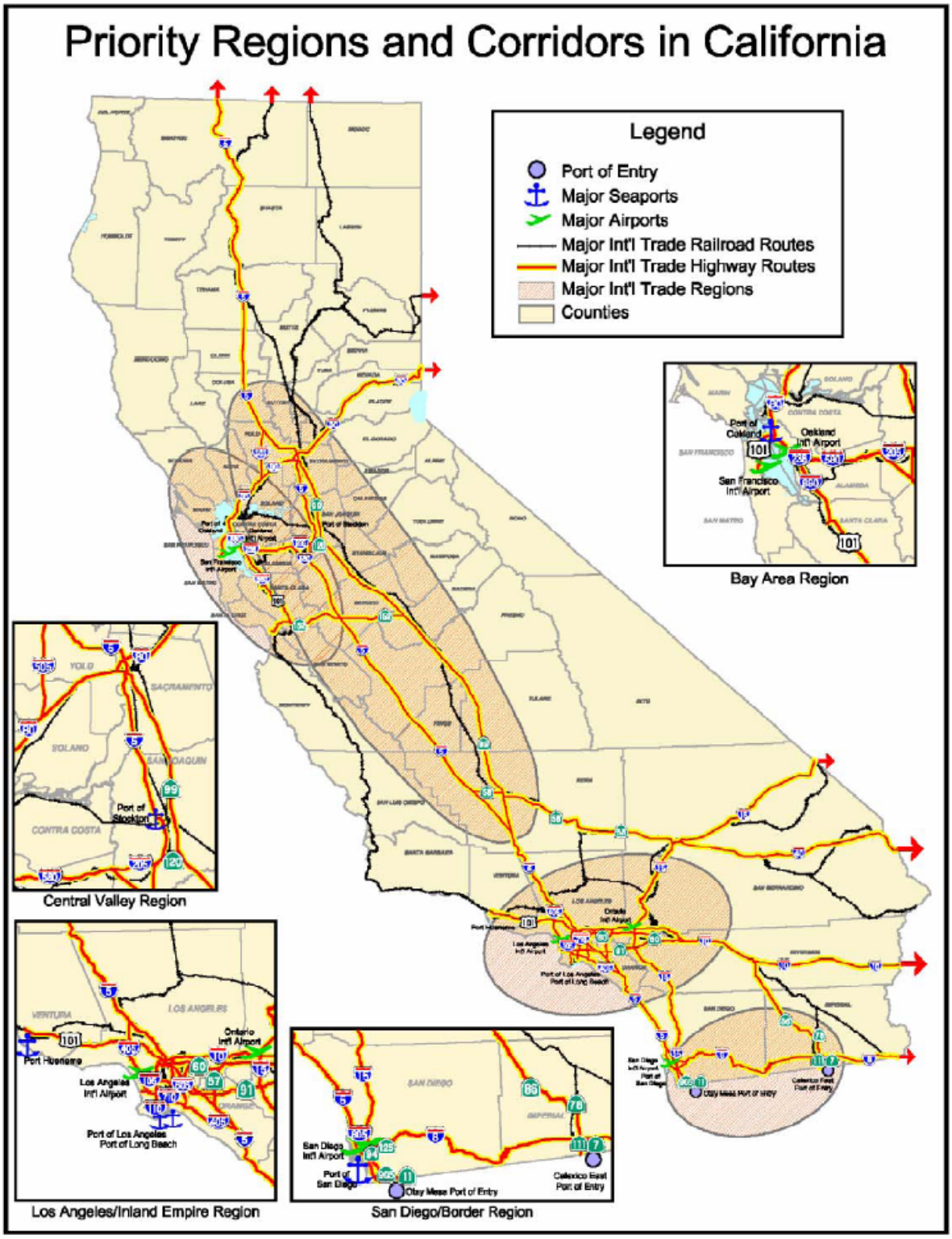
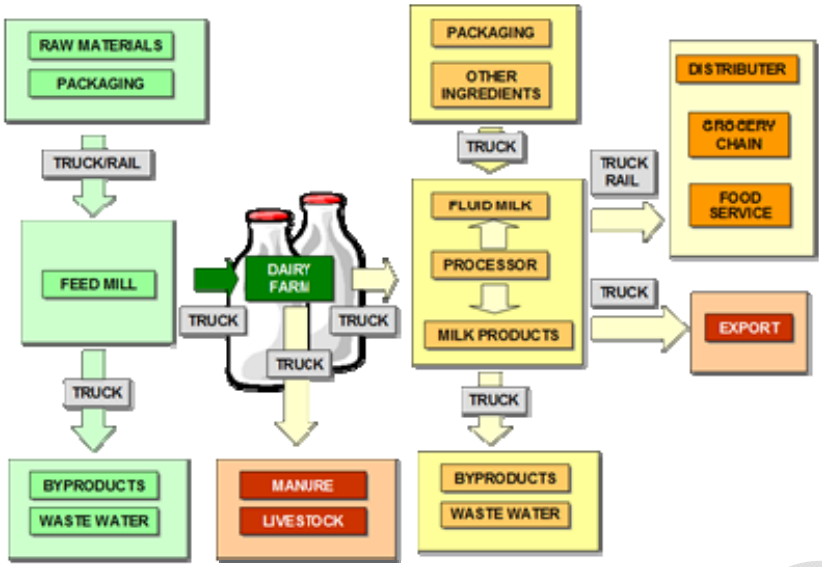


Figure 5-2
Commodity Flow



In 2012 over $6.2 billion worth of agricultural goods were produced in Tulare County (a 94% increase since 2002). There were 43 commodities valued over $1 million. The top agricultural products are listed in Table 5-1.

Table 5-1
Top Agricultural Products

Product	2012 Total Value
Milk	$1,813,816,000
Grapes	$863,043,000
Oranges	$654,927,000
Cattle & Calves	$577,150,000
Corn	$262,170,000
Alfalfa	$199,883,000
Pistachio Nuts	$193,920,000
Almonds	$187,371,000
Walnuts	$185,128,000
Peaches	$146,302,000

Source: 2012 Tulare County Annual Crop and Livestock Report

Oranges and grapes account for 75% of Tulare County's fruit and nut exports to over 84 countries. The flow of commodities is vital to Tulare County's agricultural market. Products are shipped to Long Beach, Oakland, Port of Stockton and Airport (Farmington facility). Products are also shipped via Union Pacific Rail and Burlington Northern and Santa Fe to Canada and other export facilities throughout the United States. Table 5-2 displays the top 10 Export Countries. The effective movement of goods throughout Tulare County is crucial for Tulare County's agribusiness and entire economy.

Many of the Tulare County's agricultural and manufacturing products utilize the Port of Oakland, LA/Long Beach, and Stockton to access to national and international markets. This connectivity is essential to the livelihood of the Tulare County, and should be preserved. In addition, as industries within the San Joaquin Valley strive to move up the value chain in agricultural production, these links to domestic and international markets will become even more crucial. Institutional support for marketing Tulare County products include California's International Trade Coordinating Council, California Enterprise Zones, and Free Trade Zones established at several locations throughout the SJV.

Table 5-2
Top 10 Export Countries

Country	Cartons
Republic of Korea	7,417,529
Japan	5,500,033
China	3,840,245
Mexico	3,107,551
Taiwan	1,580,382
Philippines	882,350
Australia	839,172
Indonesia	726,074
New Zealand	643,654
Canada	594,252

Source: 2012 Tulare County Annual Crop and Livestock Report

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The leading agricultural industry in Tulare County is dairy. As shown in Table 5-1, milk, by a substantial margin, is the leading agricultural product in Tulare County. In addition, other products like cattle and calves, corn and alfalfa have strong associations with the dairy industry.

Tulare County is the leading milk producing county in California and the United States. In 2011, the County produced 11.2 billion pounds of milk. This represents 27% of California's production and almost 6% of the entire United States. If Tulare County were its own state, it would rank 5th in milk production, just ahead of Pennsylvania [Table 5-3].

Table 5-3
Top 10 Milk Producing States

State	Pounds (millions)
California	41,462*
Wisconsin	26,117
Idaho	13,256
New York	12,826
Tulare County	***11,173***
Pennsylvania	10,604
Texas	9,582
Minnesota	8,890
Michigan	8,478
Washington	6,169
Ohio	5,142

Source: 2011 California Dairy Statistics Annual/USDA
*30,289 less Tulare County

Unlike other agricultural products, milk is produced 365 days a year. In addition, trucks used to ship milk to processing facilities weigh up to the 80,000 pound California state maximum limit. The constant production coupled with heavy trucks have a significant impact on the Tulare County road system. One 80,000 pound truck has an equivalent impact of 9,600 passenger cars. This impact was addressed in TCAG's Tulare County Dairy Route Study (2012). The study identified dairy routes on County roads in unincorporated Tulare County. Table 5-4 shows the rehabilitation costs of all the identified County roads, roads with greater than 300 truck ADT and roads with greater than 500 truck ADT. This study was limited to impacts to County roads. There are also additional impacts that have not yet been studied to city roads and the state highway system.

Table 5-4
County Dairy Road Rehabilitation

ADT	Miles	Cost
All	514.9	$192,826,000
300+	167.0	$51,965,000
500+	97.5	$36,347,000

Source: 2012 Tulare County Dairy Route Study

Air Quality Concerns

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. The American Lung Association in 2013 listed the top 10 most polluted cities:

1. Bakersfield (SJV)
2. Merced (SJV)
3. Fresno (SJV)
4. Los Angeles
5. Hanford (SJV)
6. Modesto (SJV)
7. **Visalia (SJV)**
8. Pittsburgh
9. El Centro
10. Cincinnati

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Goods movement in the Tulare County region results in environmental and safety impacts to communities. Movement of trucks, trains, and airplanes all contribute to the Region's air pollution problems, as well as the associated impacts to public health and the environment. Compared to the total emission sources for Tulare County as displayed in Table 5-5 heavy duty trucks (tractor trailers) account for 6.4% (measured in tons per day) of Total Organic Gases, 6.12% Raw Organic Gases, 3.52% Carbon Monoxide, 36.37% Nitrogen Oxide, 15.38% Sulfur Oxide, 28.19% Particulate Matter 10 microns and 29.22% Particulate Matter 2.5 microns. Moving goods by rail has less emissions and impact on the Valley Air making it a desirable mode alternative to improve air quality conditions in the San Joaquin Valley. Trains contribute 1.69% (measured in tons per day) of Total Organic Gases, 1.51% Raw Organic Gases, 0.69% Carbon Monoxide, 7.87% Nitrogen Oxide, 7.69% Sulfur Oxide, 4.79% Particulate Matter 10 microns and 5.19% Particulate Matter 2.5 microns.

In addition**,** safety concerns exist around at-grade rail crossings, as well as along some corridors not designed to safely carry high truck traffic, and places where truck shortages lead to illegally parked trucks. Incompatible land uses **–** residents near distribution centers, rail yards, and other goods movement facilities can be impacted by light and noise pollution, as well as from runoff pollution to regional drinking water. In some cases, expanding urban/residential areas can move incompatible land uses into close contact, causing conflicts between residents and the goods movement facilities

As Tulare County's population continues to grow, it will become increasingly important to develop efficient techniques to for improving commodity flow and logistics of moving products from point A to Point B to reduce emissions and fuel consumption.

Increased Load Capacity

With the increase cost of fuel and Air Quality, Green House Gas Emissions and improved technology, the California Trucking Association (CTA) is advocating to increase payload weight limits on trailers. The current standard in California is on a Tandem axle trailer 34,000 lbs. (Gross Vehicle Weight of 80,000 lbs.) with 65 foot tractor and trailer limits. In other states the weight limit on tandem axel trailers is as high as 42,000 lbs, and in some states they allow a tridem axle weight limit of 42,000 lbs. to 54,000 lbs. With the increased weight limits more products can be moved using less fuel and reducing emissions. The opportunity to increase weight limits is legislative, and would require additional science and engineering to determine what limits the highways can bare and the maintenance cost by adding additional weight vs. axle displacement (third axel).

Adding length is another opportunity to move additional goods that would lower fuel costs and emissions. California has a 65 foot limit double trailers (53 foot for single trailers) while other states allow for triple trailers on interstates only. This becomes a safety issue and must be determined by legislation. These arguments can be made and merit discussion in the State legislative process.

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Table 5-5
2010 Estimated Annual Average Emissions by California ARB
Tons per Day

MOBILE SOURCES	TOG	ROG	CO	NOX	SOX	PM	PM10	PM2.5
ON-ROAD MOTOR VEHICLES	%	%	%	%	%	%	%	%
LIGHT DUTY PASSENGER (LDA)	2.36	2.18	19.43	1.66	0.02	0.16	0.16	0.09
LIGHT DUTY TRUCKS - 1 (LDT1)	1.29	1.21	11.15	1.03	0.01	0.06	0.06	0.04
LIGHT DUTY TRUCKS - 2 (LDT2)	1.66	1.54	14.37	1.69	0.01	0.12	0.11	0.08
MEDIUM DUTY TRUCKS (MDV)	0.85	0.78	8.31	1.06	0.01	0.06	0.06	0.04
LIGHT HEAVY DUTY GAS TRUCKS - 1 (LHDV1)	0.37	0.35	2.53	0.42	0	0.01	0.01	0
LIGHT HEAVY DUTY GAS TRUCKS - 2 (LHDV2)	0.15	0.15	0.95	0.14	0	0	0	0
MEDIUM HEAVY DUTY GAS TRUCKS (MHDV)	0.36	0.34	2.71	0.19	0	0	0	0
HEAVY HEAVY DUTY GAS TRUCKS (HHDV)	0.11	0.1	1.49	0.2	0	0	0	0
LIGHT HEAVY DUTY DIESEL TRUCKS - 1 (LHDV1)	0.02	0.02	0.1	0.4	0	0.01	0.01	0.01
LIGHT HEAVY DUTY DIESEL TRUCKS - 2 (LHDV2)	0.02	0.02	0.07	0.32	0	0.01	0.01	0
MEDIUM HEAVY DUTY DIESEL TRUCKS (MHDV)	0.05	0.05	0.45	1.76	0	0.06	0.06	0.05
HEAVY HEAVY DUTY DIESEL TRUCKS (HHDV)	1.06	0.93	3.8	13.54	0.02	0.53	0.53	0.45
HHDV Percentage of On Road Vehicles	11.7%	11.1%	5.2%	58.0%	28.6%	51.0%	51.0%	57.7%
HHDV Percentage of Total of mobile sources	6.4%	6.1%	3.5%	36.4%	15.4%	27.9%	28.2%	29.2%
MOTORCYCLES (MCY)	0.65	0.6	5.51	0.17	0	0.01	0.01	0
HEAVY DUTY DIESEL URBAN BUSES (UB)	0.01	0.01	0.02	0.13	0	0	0	0
HEAVY DUTY GAS URBAN BUSES (UB)	0.02	0.02	0.24	0.07	0	0	0	0
SCHOOL BUSES (SB)	0.03	0.03	0.34	0.31	0	0.01	0.01	0.01
OTHER BUSES (OB)	0.03	0.03	0.3	0.13	0	0	0	0
MOTOR HOMES (MH)	0.03	0.03	0.7	0.11	0	0	0	0
*** TOTAL ON-ROAD MOTOR VEHICLES**	**9.06**	**8.36**	**72.47**	**23.35**	**0.07**	**1.04**	**1.04**	**0.78**
OTHER MOBILE SOURCES								
AIRCRAFT	0.11	0.09	2.35	0.06	0.01	0.01	0.01	0.01
TRAINS	0.28	0.23	0.75	2.93	0.01	0.09	0.09	0.08
Percentage of Total	1.7%	1.5%	0.7%	7.9%	7.7%	4.7%	4.8%	5.2%
RECREATIONAL BOATS	1.07	1.02	7.36	0.37	0	0.06	0.06	0.04
OFF-ROAD RECREATIONAL VEHICLES	2.6	2.43	5.5	0.05	0.02	0.03	0.03	0.02
OFF-ROAD EQUIPMENT	1.48	1.33	11.29	2.93	0	0.2	0.2	0.18
FARM EQUIPMENT	1.73	1.49	8.3	7.54	0.01	0.45	0.45	0.41
FUEL STORAGE AND HANDLING	0.24	0.24	-	-	-	-	-	-
*** TOTAL OTHER MOBILE SOURCES**	**7.5**	**6.83**	**35.55**	**13.88**	**0.06**	**0.86**	**0.84**	**0.75**
**** TOTAL MOBILE SOURCES**	**16.56**	**15.2**	**108.01**	**37.23**	**0.13**	**1.9**	**1.88**	**1.54**
GRAND TOTAL FOR TULARE COUNTY	**16.56**	**15.2**	**108.01**	**37.23**	**0.13**	**1.9**	**1.88**	**1.54**

Source California ARB Almanac Emission Projection Data (published in 2009) http://www.arb.ca.gov/app/emsinv/emssumcat.php

2014 RTP Goods Movement/emission by vehicle or mode.xls

State Route 99

State Route (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 mostly freeway, with a final few sections being converted from an expressway to a freeway in Merced County. SR 99 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 also 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 (IRR). SR 99 is an Intermodal Corridor of Economic Significance (ICES) between I 5 south of Bakersfield and SR 50 in Sacramento.

In 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. 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 Ports of Oakland and Los Angeles/Long Beach 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. State Route 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" by federal transportation acts (currently MAP 21).

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). However, SR 99 is currently under construction to expand to 6 lanes from the Fresno County line to south of SR 198. Funding was programmed from the SR 99 Corridor account from Proposition 1b to widen 12.6 miles of SR 99 to 6 lanes from Fresno County (Kingsburg) to Goshen which begun in 2010 with estimated completion early in 2014. With the cost savings from this section, a second section from Goshen (.9 miles south of west Visalia overhead to .2 miles North of the Goshen Overhead) began construction 2013

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with completion in 2015. In the middle of these two sections Betty Drive Interchange leading into Visalia's industrial park will begin construction in 2016 to be covered by Measure R and State Transportation Improvement Program (STIP) funds. TCAG is continuing to partner with Caltrans to leverage funding from TCAG's share of the STIP with Caltrans' Interregional Improvement Program (IIP) for further SR-99 widening projects south of SR-198 (north of Caldwell) [Table 5-6].

Table 5-6
SR-99 Widening Projects

Limits*	Miles	Open to Traffic	Cost ($ millions)
Goshen to Fresno Co.	12.6	2013	$102
Caldwell to Goshen	4.0	2015	$51
Tagus to Caldwell	2.1	2017	$25
Prosperity to Tagus	4.6	2021	$137
Ave 200 Prosperity	5.1	2032	$130
Tipton to Ave 200	9.5	2040	$102
Kern Co. to Tipton	16.0	Outside 2014 RTP	Outside 2014 RTP

*Limits are generalized. Refer to Table 3-14 for precise limits.

Trucks

Tulare County's centralized location makes it an ideal location for goods movements via the use of heavy duty trucks. 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. Distribution centers for Wal-Mart, Joann's Fabrics, Best Buy, Ruiz Frozen Foods, and several packaging and food processing companies are located throughout Tulare County. Many companies have taken advantage of the available and affordable land by locating in Tulare County. Tulare County is 2.5 hours from Los Angeles, 3.5 hours to Long Beach, 3.5 hours from the Port of Oakland and 4 hours from San Francisco. Tulare County is also an ideal hub to the Western United State reaching Washington, Oregon, Idaho, Wyoming, Montana, Utah, Nevada, Arizona, New Mexico, and Colorado, in less than 24 hours.

SR 99 is the preeminent truck corridor in Tulare County. As mentioned before, SR 99 is the transportation backbone of the entire San Joaquin Valley and, along with I 5, the entire State. The other major truck corridors on the State Highway System in Tulare County feed into SR 99. They include SR 198 (from SR 65 to Kings County), SR 65 (from Kern County to SR 137), SR 190 (from SR 65 to SR 99) and SR 137 (from SR 65 to SR 99). Truck traffic on the major state route corridors is listed below in Table 5-7.

Table 5-7
Truck Traffic on State Highway System

State Hwy	High/ Low	Percent Trucks	Est. Trucks per Day
SR-99	High	22.4%	11,867
	Low	17.4%	8,077
SR-198	High	18.0%	6,435
	Low	9.0%	2,520
SR-137	High	21.0%	2,940
	Low	15.0%	1,590
SR 190	High	26.7%	4,436
	Low	16.0%	672
SR-65	High	25.2%	2,768
	Low	8.5%	1,199

Source: Caltrans: 2011. Annual Average Daily Truck Traffic on the California State Highway System

Truck traffic also makes up a large percentage of the total vehicles that travel along County and City roads such as Road 80, Avenue 416 and Spruce Road. The

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trucks that travel along Tulare County's key corridors are a vital part of California's economy, but they also cause congestion and contribute to the Valley's Air Pollution problems. Tulare County's air quality is among the worst in the nation. New Technology coupled with Air District funds to replace diesel engines with new cleaner burning diesel engines and cleaner burning fuels (biodiesel and Natural Gas).

Future truck volumes moving through the San Joaquin Valley were calculated from both the Federal Highway Administrations Freight Analysis Framework (FAF3) datasets (which provides annual tonnage), and substantiated by the SJV Valleywide Truck Model (which provides both annual tonnage by commodity and daily truck volumes). In 2040, according to the FAF3 routing tool, the main highway corridors used for truck movements will continue to be I-5, SR-99, and I-580 to 205, similar to 2007 (Figure 5.3). State Route 99 bisects Tulare County from North to South and is the main goods movement corridor in the County and the San Joaquin Valley.

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.

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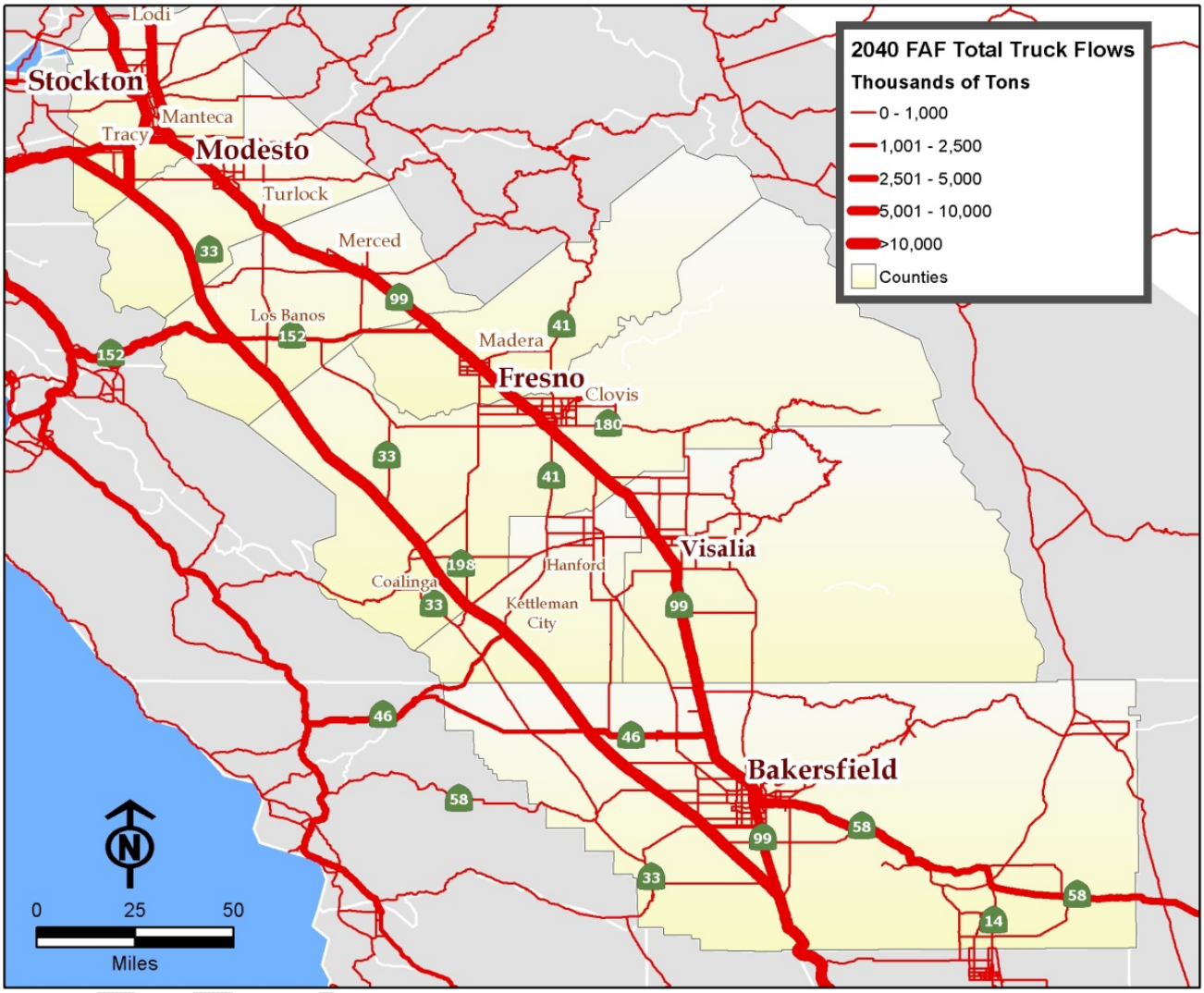
Figure 5-3
Truck Flows in the San Joaquin Valley, 2040 (FAF3)



2013 SJV Interregional Goods Movement Plan

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.

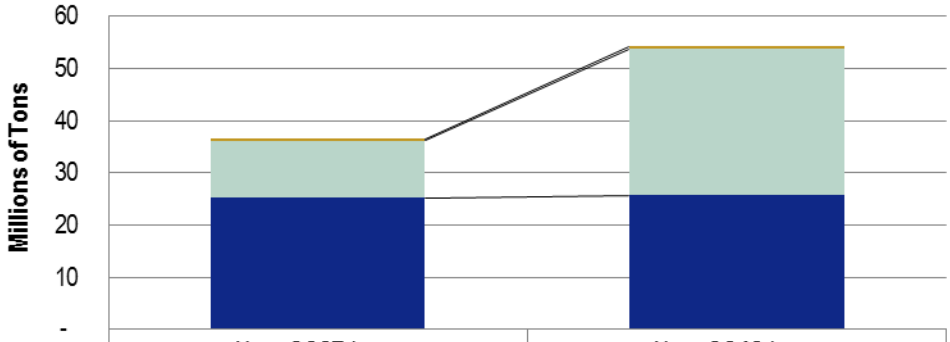
Rail

Three major rail lines are used for goods movement in Tulare County: Union Pacific Railroad, San Joaquin Valley Railroad (Short line-Owned by Genessee & Wyoming Inc. (GWI)), and Burlington Northern and Santa Fe Railway Company.

Goods movement by rail has many advantages over goods movement by trucks. For example, the majority of cargo shipped by rail is bulk items such as grains, food products, vehicles, and fuels (non-time sensitive commodities). 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 by 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 by volume that trains can carry (one train car can carry the contents of 3 and half 53 foot truck trailers).

The future rail system across the SJV will carry about 54 million tons of freight inbound, outbound, and intra-regionally. This amounts to an increase of nearly 50% from 2007. By 2040, there are expected to be substantial shifts in the proportion of inbound and outbound tonnage, with outbound flows growing by nearly 20 million tons (over 150%) and inbound flows expecting only marginal growth (Figures 5-4).

Figure 5-4
Growth in Rail Tonnange
2007-2040



	Year 2007 tons	Year 2040 tons
Intra-SJV	309,672	462,358
Outbound	10,957,004	27,997,580
Inbound	25,227,016	25,743,517

Californai State Rail Plan-Freight Rail Market Assessment

Consistent with 2007, carload service will continue to account for the majority of rail flows but a smaller proportion in 2040 (about 65%, compared to almost 78% in 2007). There is growth projected in carload service, but it is marginal (about 20%). By contrast, intermodal service is expected to increase by 140%, and account for a full third of rail tonnage in 2040.

Inbound rail carload traffic (Table 5-6) to Kern and San Joaquin Counties, account for nearly 50% of the future inbound carload rail

flows. Rail carload tonnage to both Counties is expected to grow, along with tonnage to Fresno and Merced Counties. The remaining four Counties (Tulare County) expect a decline in inbound carload rail traffic.

Outbound rail carload traffic (Table 5-7) is expected to increase over 100% by 2040 mostly related to food and agricultural products. Outbound intermodal business is handled at the BNSF and UP terminals in San Joaquin and Tulare County (176%) will grow substantially by 2040, due in part to growth in the cluster of distribution facilities.

Table 5-8
Growth in Inbound Rail Flows by Destination County
2007-2040

Destination County	Rail Mode	2007 Tons	2040 Tons	Growth
San Joaquin	Carload	4,556,192	5,159,795	13%
Stanislaus	Carload	4,473,684	3,638,178	-19%
Tulare	Carload	3,711,968	2,994,166	-19%
Kern	Carload	3,553,198	4,178,512	18%
Kings	Carload	2,285,686	1,630,795	-29%
Fresno	Carload	1,728,756	1,971,966	14%
Merced	Carload	636,214	664,045	4%
Madera	Carload	613,998	562,118	-8%
Carload Total		21,559,696	20,799,574	-4%
San Joaquin	Intermodal	3,561,680	4,796,834	35%
Fresno	Intermodal	105,640	147,109	39%
Intermodal Total		3,667,320	4,943,943	35%

Source: California State Rail Plan – Freight Rail Market Assessment.

Table 5-9
Growth in Outbound Rail Flows by Destination County
2007-2040

Origin County	Rail Mode	2007 Tons	2040 Tons	Growth
Kern	Carload	3,075,460	5,349,555	74%
Stanislaus	Carload	1,493,056	3,605,931	142%
San Joaquin	Carload	941,844	1,572,383	67%
Fresno	Carload	616,632	2,203,074	257%
Merced	Carload	357,400	736,265	106%
Kings	Carload	136,652	365,228	167%
Tulare	Carload	109,960	303,627	176%
Madera	Carload	29,240	17,409	-40%
Carload Total		6,760,244	14,153,473	109%
San Joaquin	Intermodal	3,761,160	12,583,115	235%
Fresno	Intermodal	435,600	1,260,993	189%
Intermodal Total		4,196,760	13,844,107	230%

Source: California State Rail Plan – Freight Rail Market Assessment.

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The commodity profile for carload commodities remains similar between 2007 and 2040 (Table 5-8) but tonnage of certain commodities will grow faster than others. Some major inbound rail carload commodities will decline, particularly grain and feed for the livestock industry. It is possible that some of this traffic will be carried by truck from more localized sources, a trend described previously in this report. Outbound prepared food products (including all kinds of canned, bottled, frozen, and packaged products), mixed freight, and other agricultural products are some key growth commodities by 2040, all increasing over 140% or more.

Table 5-10
Inbound and Outbound Carload Commodities
2007-2040

Direction	2007 Tons	2040	Growth
Inbound Carload Commodities			
Cereal Grains (including seed)	7,572,845	4,819,214	-36%
Animal Feed and Products of Animal Origin, n.e.c.	3,645,154	3,003,287	-18%
Other Prepared Foodstuffs, and Fats and Oils	1,053,740	1,269,275	20%
Pulp, Newsprint, Paper, and Paperboard	950,036	1,317,896	39%
Coal and Petroleum Products, n.e.c.	884,068	915,128	4%
Coal	870,525	727,868	-16%
Wood Products	843,120	940,608	12%
Fertilizers	772,988	502,944	-35%
Basic Chemicals	741,308	612,472	-17%
Other Agricultural Products, except for Animal Feed	588,340	1,142,903	94%
All Other	3,637,572	5,547,979	53%
Inbound Total	21,559,696	20,799,574	-4%
Outbound Carload Commodities			
Other Prepared Foodstuffs, and Fats and Oils	1,853,544	5,101,786	175%
Non-Metallic Mineral Products	1,064,584	1,974,892	86%
Basic Chemicals	917,880	1,350,846	47%
Coal and Petroleum Products, n.e.c.	897,860	1,500,997	67%
Alcoholic Beverages	758,560	1,549,689	104%
Mixed Freight	403,200	968,293	140%
Waste and Scrap	262,840	324,633	24%
Other Agricultural Products, except for Animal Feed	210,256	555,870	164%
Fertilizers	68,728	68,100	-1%
Milled Grain Products and Preparations, and Bakery Products	56,600	101,255	79%
All Other	266,192	657,111	147%
Outbound Total	6,760,244	14,153,473	109%

Source: California State Rail Plan – Freight Rail Market Assessment

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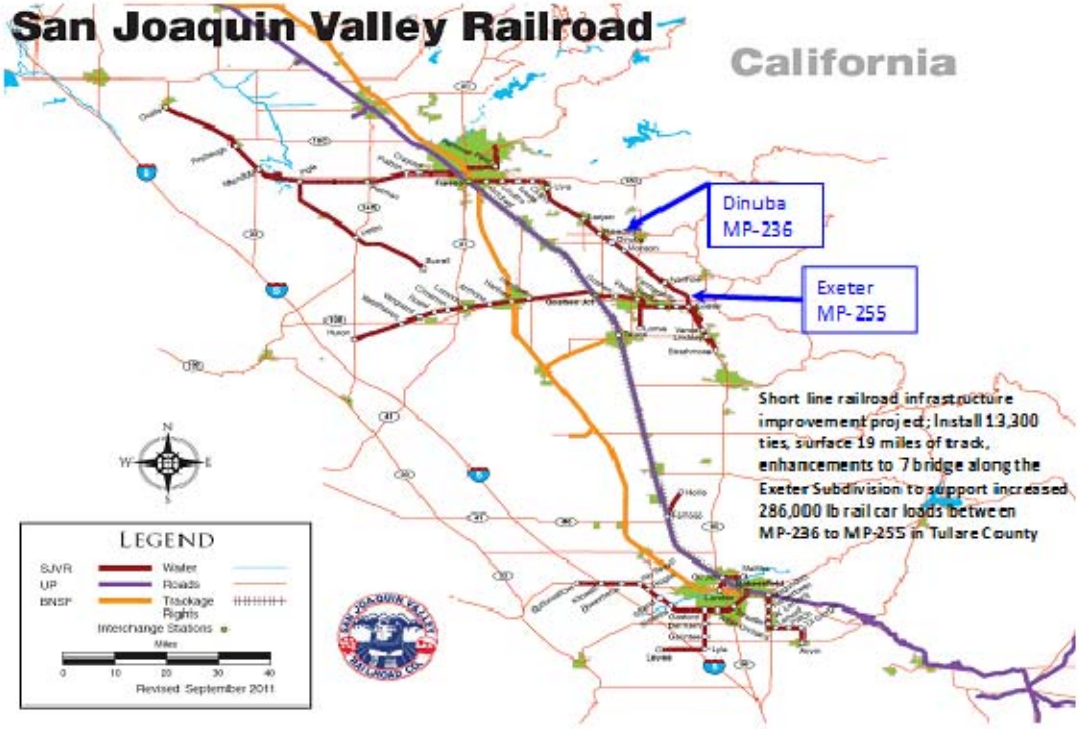
In Tulare County it is projected for rail to continue to grow servicing Visalia's industrial park, packaging business in Exeter, soils in Ivanhoe, to trans-loading facilities in Dinuba. There is capacity (land and existing facilities available) for the development and improvements of railroad facilities in Tulare County. However, Tulare County Short Line rail lines are need of upgraded facilities and improvements in order for the system to accommodate future growth increases. TCAG is pursuing CMAQ funds to create a Public Private Partnership (PPP) between Tulare County and the San Joaquin Valley Railroad (SJVR). The $1.5 million dollar project will upgrade the Railroad beds between Exeter to Ivory by replacing broken railroad ties, new ballast, and replace trusses to improve the Speed from 5 mph to 20 mph. Eventually TCAG would foresee the total improvement of the Short-Line rail from 75 lbs. rail to 115 lbs. rail which would increase rail speeds (20 mph to 70 mph) and capacity of the system. TCAG is currently working with the San Joaquin Valley Railroad (SJVR) to accomplish this long term goal.

Figure 5 - 5



The **San Joaquin Valley Railroad** (**SJVR**) is one of several short line railroad companies and is part of the Pacific Region Division of Genesee & Wyoming Inc. (recently acquired as part of RailAmerica SJVR December 28, 2012). The SJVR is headquartered in Exeter, California and operates 347 miles of rail in the SJ Valley, with approximately 55 route miles of short-line within Tulare County (SJVR March 2013). The trackage rights belong to /Genesee & Wyoming and the land is owned by Union Pacific (UP). Ivory to Exeter from MP 231.63 to MP 255, is a total 23.37 miles. Exeter to Strathmore is MP 255 to MP 268.6, for a total 13.6 miles (Strathmore to Jovista 30.57 miles was abandoned in 2010). TCAG is monitoring and has concern that the remainder of this branch line is in jeopardy of abandonment filings by SJVR, which runs from Exeter to the Tulare County line and also into Fresno.

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

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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

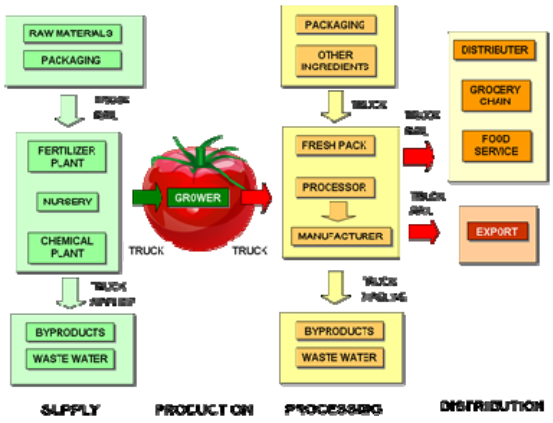
Aviation is another method for goods movement. Currently, this mode of travel is fairly limited in Tulare County. There are seven public use airports in Tulare County. These include two lightly used privately operated airports (Eckert Field and Exeter Airport) and small publicly operated airports such 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 - 6
Agricultural Goods Movement Flow Chart



2014 Draft

Valleywide Chapter

TCAG 2014 Regional Transportation Plan

ONE VALLEY: THE SAN JOAQUIN VALLEY PROFILE

Geography

The San Joaquin Valley (Valley) is the southern portion of the Great Central Valley of California *[Figure 6-1]*. 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.

Figure 6 - 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 telecommunications facilities, distribution centers, 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 population of 24 states). 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) *[Figure 6-2]*. Population growth has been sustained and significant *[Figure 6-1]*. In 1970, the eight San Joaquin Valley counties had a population of just over 1.6 million. By 2012, the population had increased 149% to over 4 million *[Figure 6-3]*. 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 11% of California's total population now. By 2050, the Valley is projected to capture 15% of the state's population *[Figure 6-4]*.

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Figure 6 - 2

San Joaquin Valley
Population Centers
SAN JOAQUIN
STANISLAUS
MERCED
MADERA
FRESNO
TULARE
KINGS
KERN
Lodi
Stockton
Manteca
Tracy
Modesto
Ceres
Turlock
Merced
Los Banos
Madera
Clovis
Fresno
Visalia
Tulare
Hanford
Porterville
Delano
Oildale
Bakersfield
California's San Joaquin Valley
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: CA Dept. of Finance, 2012
Highway Network
State Route 99
Interstate
Federal
State
San Joaquin Valley Location
San Joaquin Valley
Interstate System
0 10 20 30 40 Miles

Figure 6 - 3

San Joaquin Valley Population Growth by County

	1970	1980	1990	2000	2012	2020	2030	2040	2050
Fresno	413,329	514,621	667,490	799,407	945,711	1,071,728	1,241,773	1,397,138	1,509,715
Kern	330,234	403,089	544,981	661,645	850,006	1,057,440	1,341,278	1,618,681	1,858,455
Kings	66,717	73,728	101,469	129,461	152,419	176,647	205,627	235,129	260,500
Madera	41,519	63,116	88,090	123,109	152,074	185,056	229,277	278,011	323,469
Merced	104,629	134,560	178,403	210,554	258,736	301,376	366,352	436,188	496,787
San Joaquin	291,073	347,342	480,628	563,598	695,750	810,845	1,004,147	1,213,708	1,379,333
Stanislaus	194,506	265,900	370,522	446,997	519,940	589,156	674,859	759,027	861,984
Tulare	188,322	245,738	311,921	368,021	450,840	526,718	630,303	722,838	784,334
Total San Joaquin Valley	1,630,329	2,048,094	2,743,504	3,302,792	4,025,476	4,718,966	5,693,615	6,660,720	7,474,577
California	19,971,069	23,667,764	29,760,021	33,871,648	37,678,563	40,643,643	44,279,354	47,690,186	50,365,074
% of San Joaquin Valley of out California	8.2%	8.7%	9.2%	9.8%	10.7%	11.6%	12.9%	14.0%	14.8%

Sources: U.S. Census 1970-2010, California Department of Finance 2020-2050

Figure 6 - 4

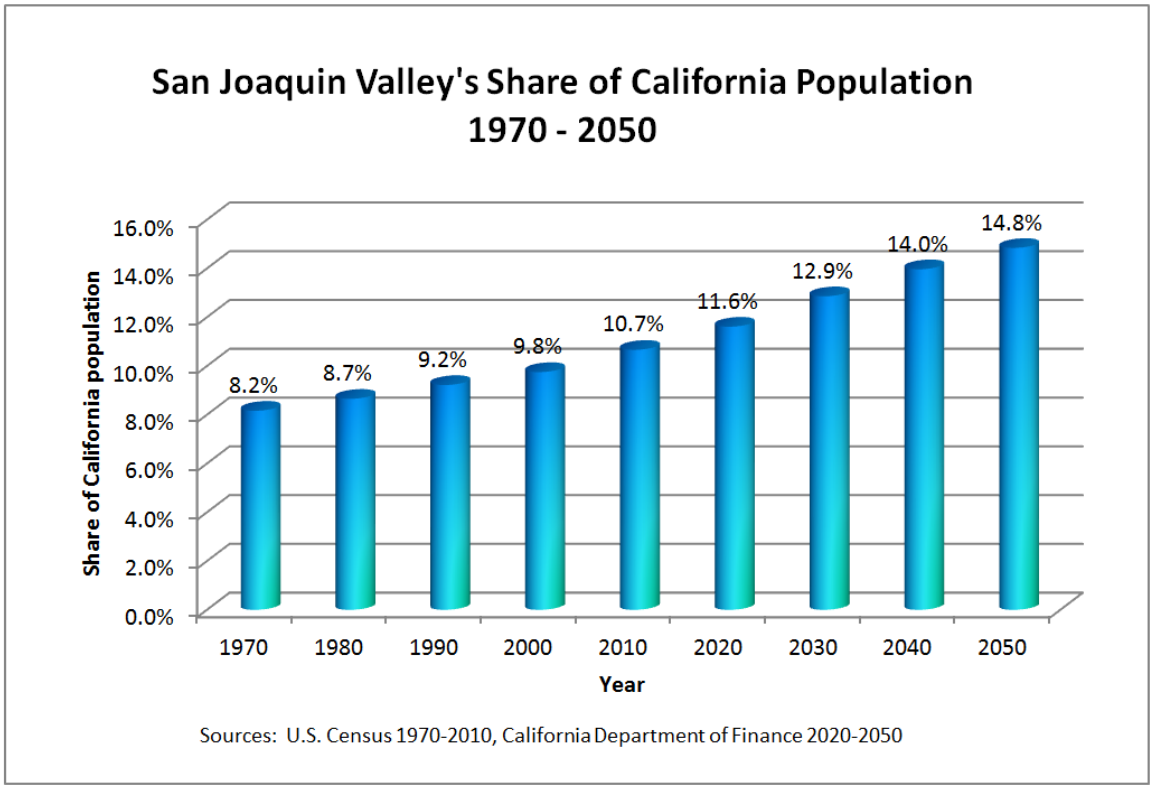
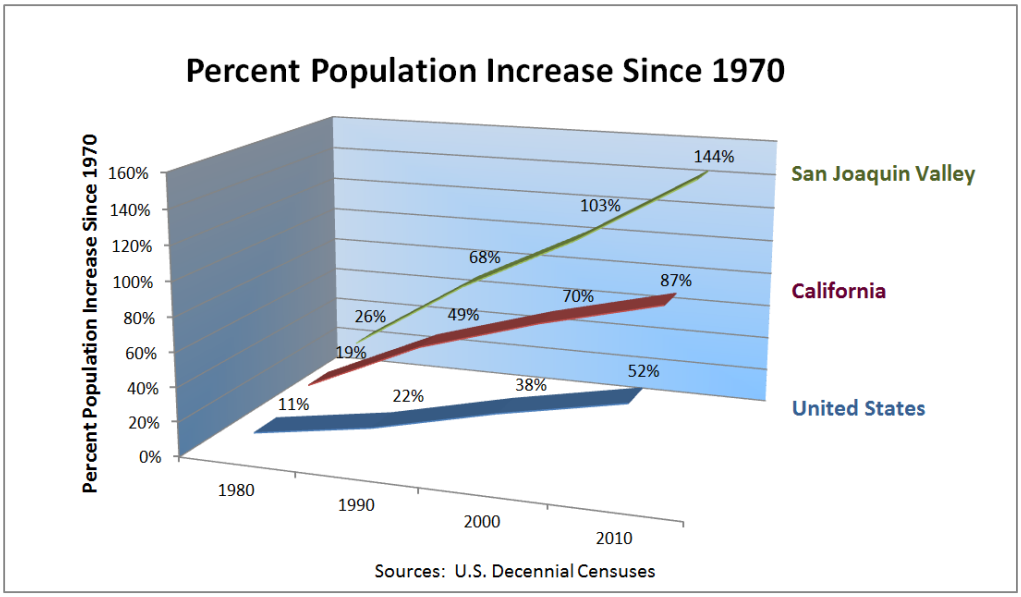


Figure 6 - 5



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 reach nearly7.5 million by the year 2050, using growth projections from the California State Department of Finance (DOF) *[Figure 6-3]*.

Economy

The San Joaquin Valley is famous for agricultural production. All eight counties rank within the top twelve of California's 58 counties. In addition, if the Valley were a state, it would be the top agricultural producing state in the country. 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
[Figure 6-7].

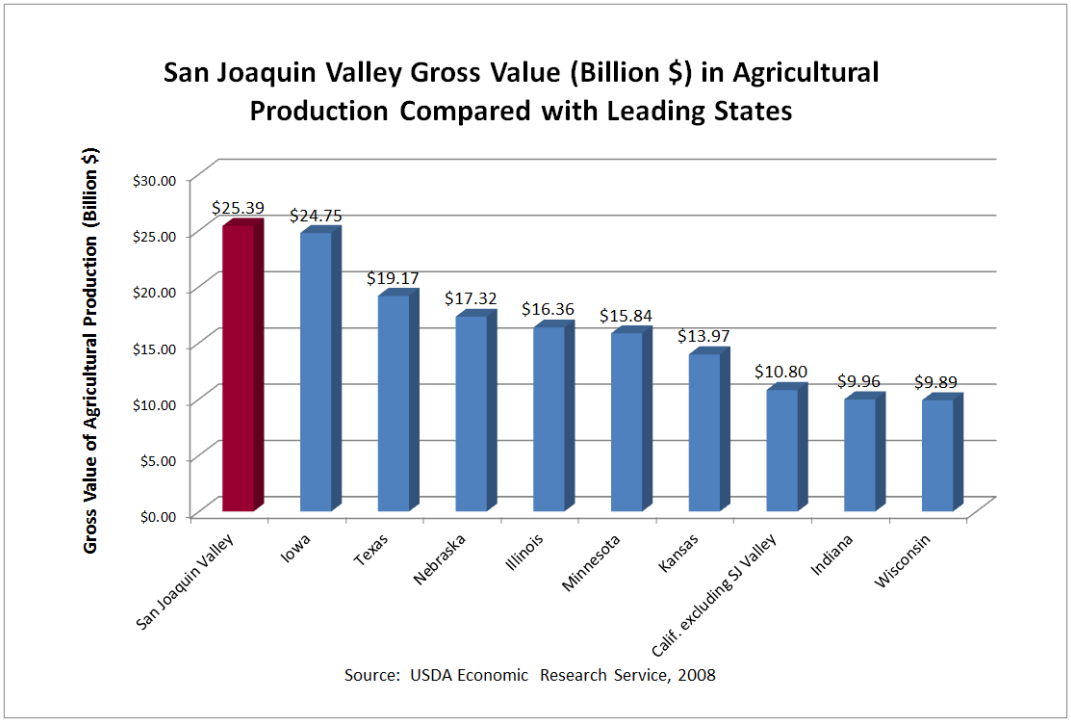
Figure 6 - 6

San Joaquin Valley Counties Rank
in Gross Value of Agricultural Production
Among all California Counties

1	Fresno	$6.886 billion
2	Tulare	$5.629 billion
3	Kern	$5.365 billion
5	Merced	$3.259 billion
6	Stanislaus	$3.070 billion
7	San Joaquin	$2.247 billion
8	Kings	$2.220 billion
12	Madera	$1.570 billion

Source: California County Agricultural Commissioners' Reports, 2011

Figure 6 - 7



Agriculture accounts for 12% of the Valley's jobs *[Figure 6-8]*. In comparison, only 3% and 2% of the state and nation's jobs are in agriculture *[Figure 6-9]*. Other major employment sectors in the Valley are education, health and social services (21.5%) and retail trade (11.3%).

Figure 6 - 8

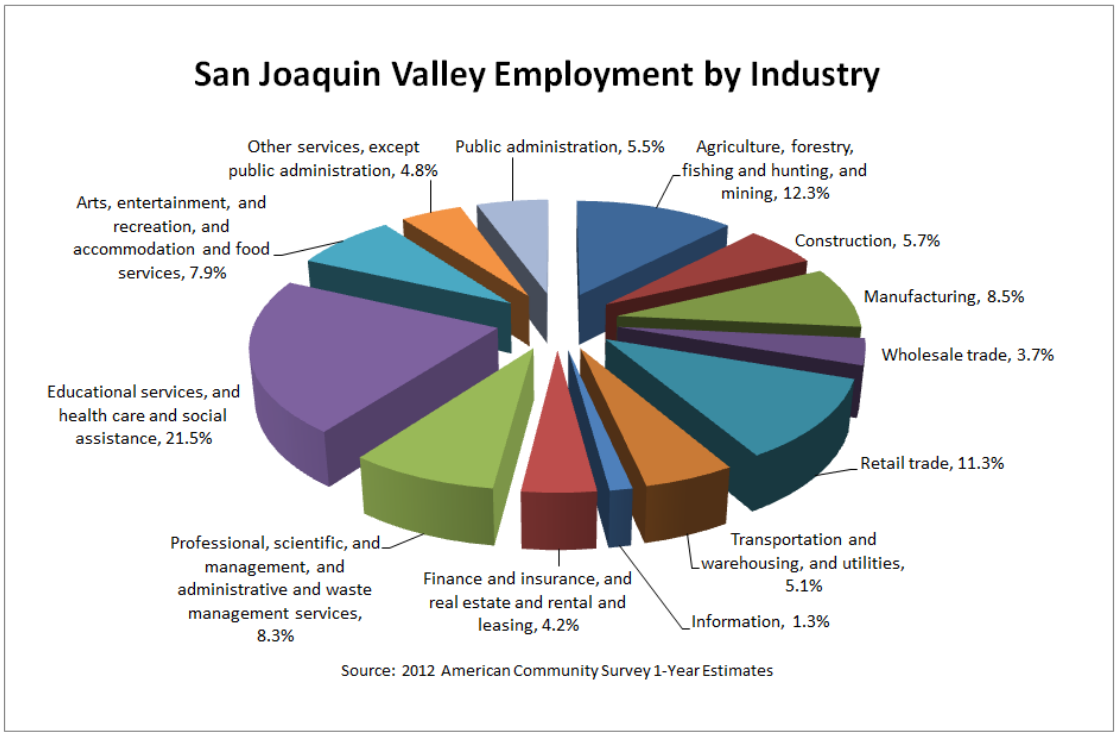


Figure 6 - 9

EMPLOYMENT BY INDUSTRY

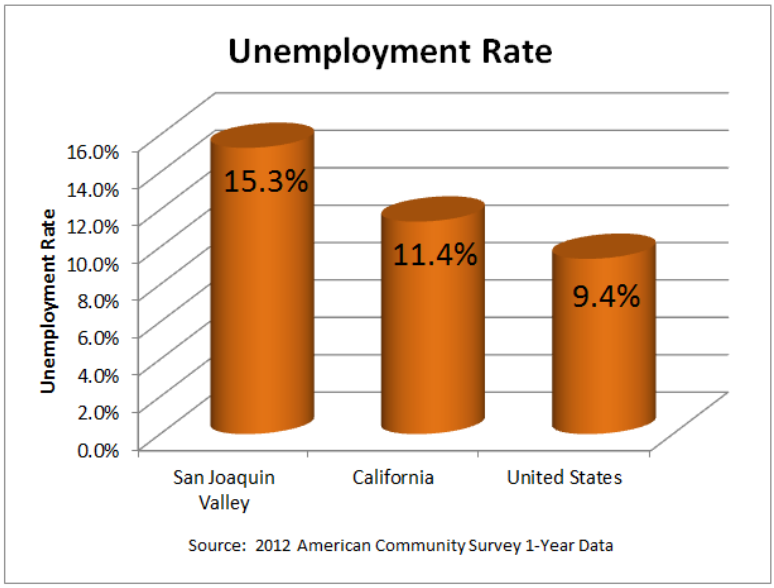
Industry	San Joaquin Valley		California		United States	
Agriculture, forestry, fishing and hunting, and mining	187,439	12.3%	412,318	2.5%	2,830,729	2.0%
Construction	86,743	5.7%	983,602	5.9%	8,802,312	6.2%
Manufacturing	129,388	8.5%	1,660,819	9.9%	14,988,864	10.5%
Wholesale trade	55,747	3.7%	503,594	3.0%	3,785,841	2.6%
Retail trade	171,575	11.3%	1,892,209	11.3%	16,639,780	11.6%
Transportation and warehousing, and utilities	77,522	5.1%	769,009	4.6%	7,020,960	4.9%
Information	19,498	1.3%	475,122	2.8%	2,975,482	2.1%
Finance and insurance, and real estate and rental and leasing	63,437	4.2%	1,058,597	6.3%	9,414,894	6.6%
Professional, scientific, and management, and administrative and waste management services	126,130	8.3%	2,140,616	12.8%	15,591,744	10.9%
Educational services, and health care and social assistance	326,927	21.5%	3,518,296	21.0%	33,113,097	23.2%
Arts, entertainment, and recreation, and accommodation and food services	120,223	7.9%	1,701,284	10.1%	13,697,912	9.6%
Other services, except public administration	72,582	4.8%	916,873	5.5%	7,118,937	5.0%
Public administration	84,440	5.5%	745,722	4.4%	6,941,135	4.9%
TOTAL Civilian employed population 16 years and over	1,521,651	100.0%	16,778,061	100.0%	142,921,687	100.0%

Source: 2012 American Community Survey 1-Year Estimates

Economically Distressed Area

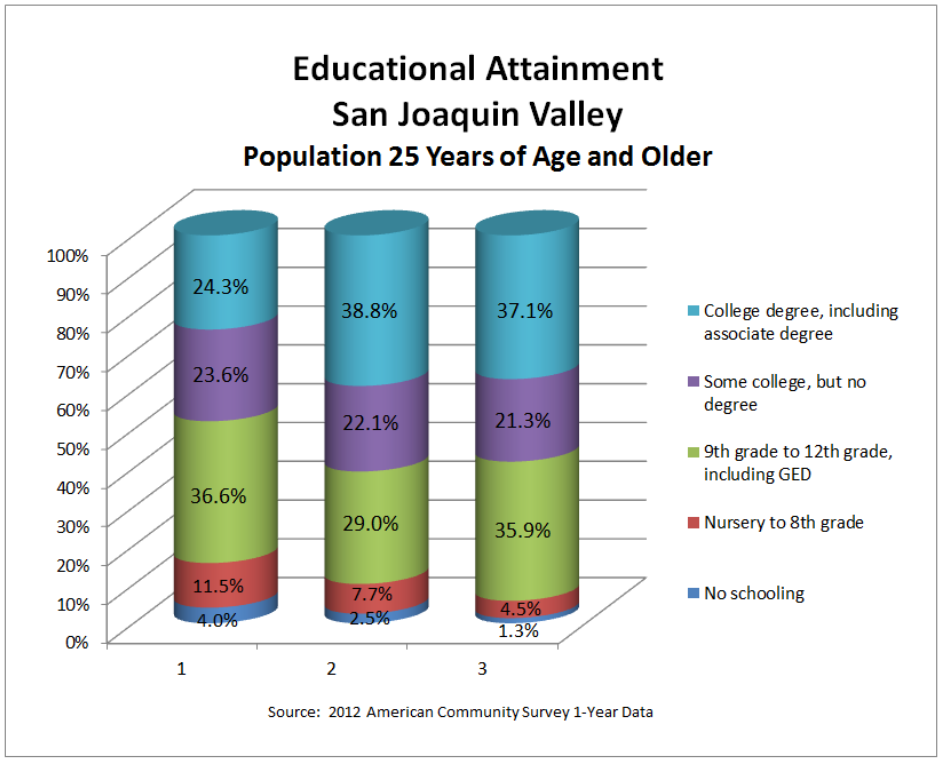
The San Joaquin Valley is one of the most economically distressed regions in the United States. High unemployment rates have historically plagued the Valley. As shown in Figure 6-10, in 2012 the Valley's unemployment rate was 15.3%, in contrast to 11.4% and 9.4% for the state and that nation, respectively.

Figure 6 - 10



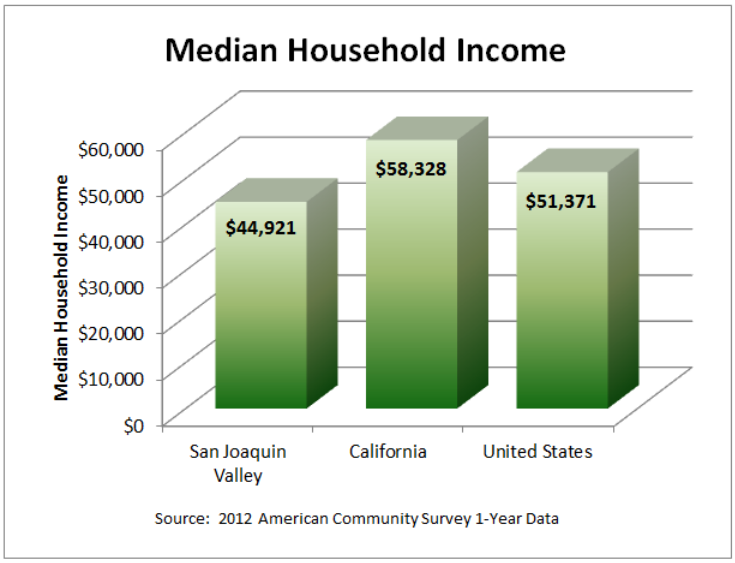
Educational levels for Valley residents lag behind those of California and the United States. Only 24.3% of persons 25 years of age and older have a college degree, compared to 38.8% and 37.1% for the state and nation, respectively *[Figure 6-11]*.

Figure 6 - 11



With the Valley's mix of employment types, high unemployment, and low educational attainment levels, the Valley is plagued with a low median household income. As shown on Figure 6-12 below, the Valley's median household income of $45,000 is far below the state and nation's averages of $58,000 and $51,000.

Figure 6 - 12



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.

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 6-13 below indicated that in 2010, the per capita federal government expenditure for the Valley and each of its eight counties was still far below that of California and the United States.

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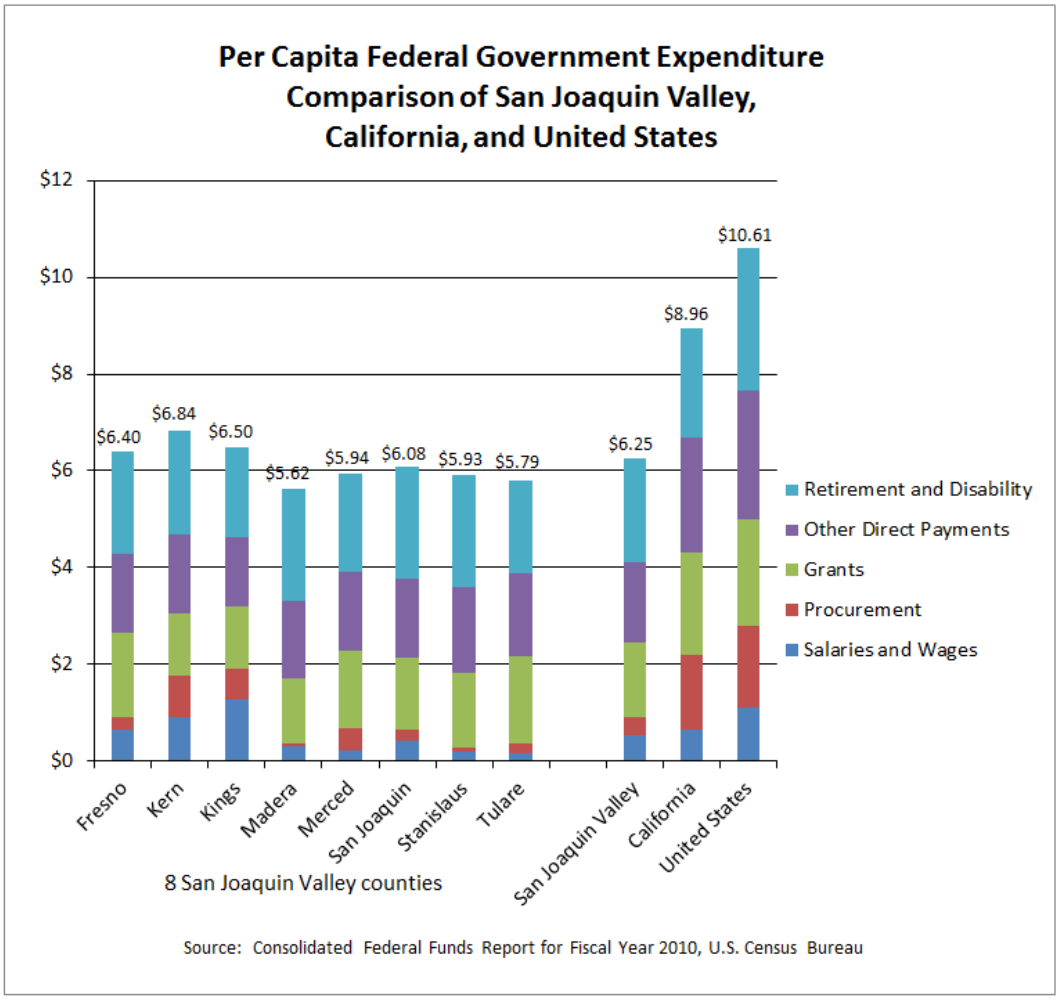
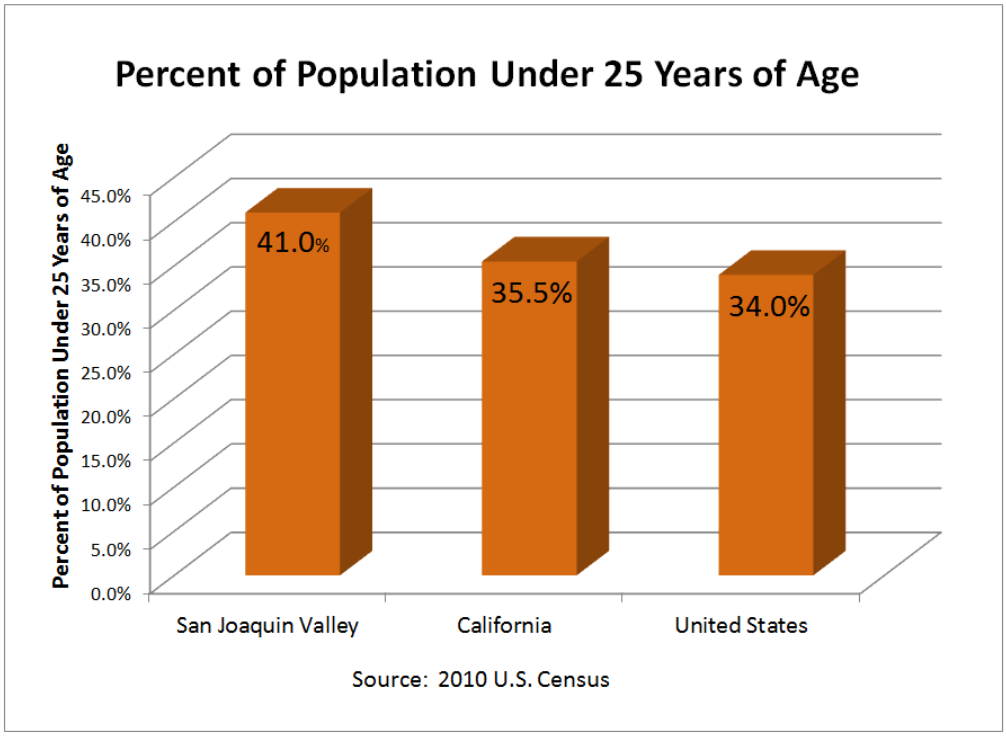
Figure 6 - 13



Demographics

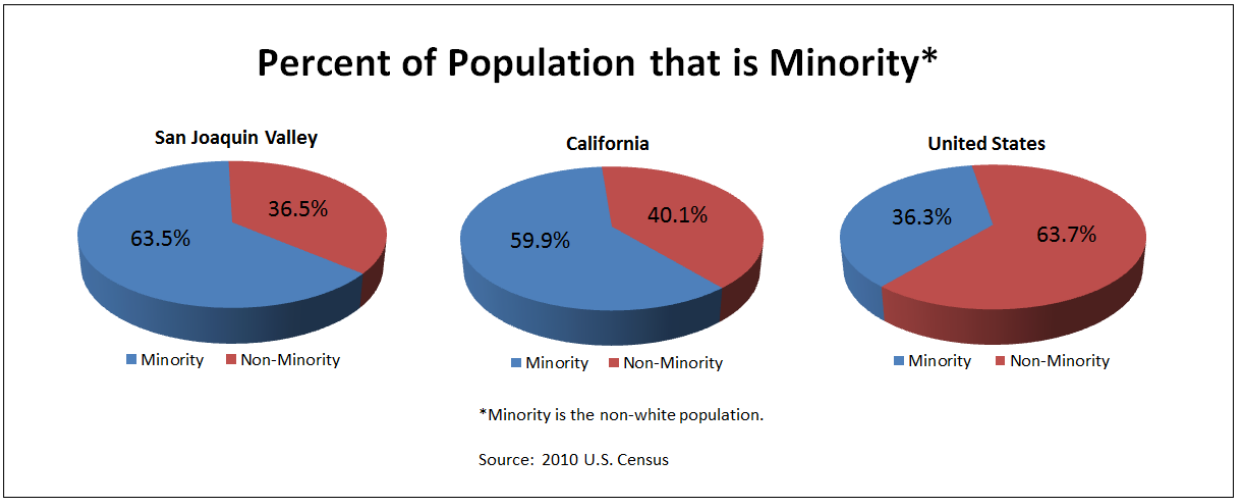
The Valley has a younger population than California as a whole and the United States. In 2010, 41.0% of Valley residents were under the age of 25 compared to 35.5% for California and 34.0% for the United States *[Figure 6-14]*.

Figure 6 - 14



The residents of the Valley are more ethnically diverse than those of California and the United States. According to the 2010 U.S. Census, 63.5% of the Valley's inhabitants are minority (non-white), compared to 59.9% and 36.6% for the state and nation *[Figure 6-15]*.

Figure 6 - 15



VALLEY SUCCESS IN PARTNERING AND PLANNING

Air Quality

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. That coordinated approach is essential in meeting the Valley's goal to provide clean air to all residents.

Coordination

On-going coordination with federal, state, and local partners has been, is, and will continue to be critical to the meeting the goal of providing clean air to all San Joaquin Valley residents. As one of the few multi-jurisdictional planning 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 San Joaquin Valley. The process is critical to documenting compliance with the Federal Clean Air Act, as well as enabling the expenditures that build and maintain transportation infrastructure; investments which provide valuable jobs to San Joaquin Valley residents.

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, 2007 TIP/RTP, and 2011 TIP/RTP. In addition, FHWA has determined that the SJV RPA planning processes substantially meet the federal planning requirements. TIP/ RTP Amendments, including coordinated amendment cycles and development of valley-wide process to be federally approved.

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;

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- 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.

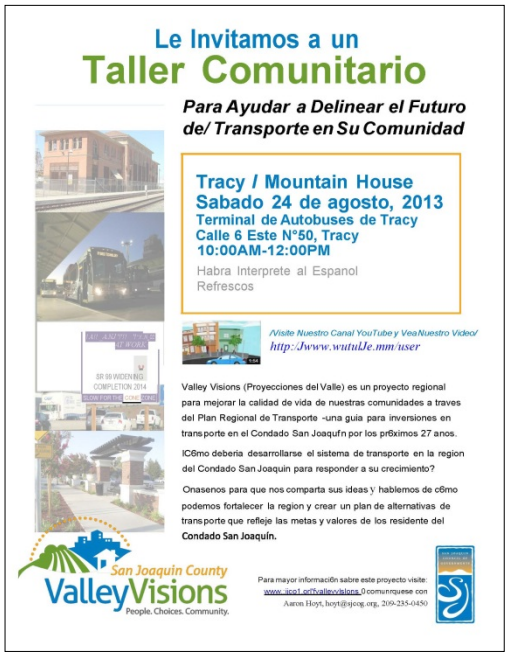
Sustainable Communities Strategies

Introduction

California's Sustainable Communities and Climate Protection Act of 2008 (Sustainable Communities Act, SB 375, Chapter 728, Statutes of 2008) supports the State's climate action goals to reduce greenhouse gas (GHG) emissions through coordinated transportation and land use planning with the goal of more sustainable communities.

Under the Sustainable Communities Act, the California Air Resources Board (ARB) sets regional targets for GHG emissions reductions from passenger vehicle use. The ARB established these targets in the San Joaquin Valley as GHG reductions of 5% by 2020 and 10% by 2035. Under Senate Bill 375, each Metropolitan Planning Organization (MPO) in the State must have a Sustainable Communities Strategy (SCS) that demonstrates the respective region's ability to attain and exceed these GHG emission-reduction targets. The SCS outlines the plan for integrating the transportation network and related strategies with an overall land use pattern that accounts for projected growth, housing needs, changing demographics, and forecasted transportation needs among all modes of travel.

For the San Joaquin Valley, each MPO in scheduled to approve their SCS as an element of their Regional Transportation (RTP/SCS) in 2014. Referred to as the RTP/SCS, each Valley COG has developed an investment strategy that outlines their region's transportation future through 2040. Each RTP/SCS in the Valley goes in-depth into the projects, policies, and strategies that will achieve compliance with state laws while delivering a financially constrained plan matching forecasted revenues with transportation demands. Some achievements of the collective RTP/SCS include:



- Provision of transportation and travel choices
- Improving safety, mobility, efficiency of the transportation system
- Maximizing economic competitiveness/economic vitality
- Facilitating goods movement
- Building healthy and active communities
- Improving the environment

Valleywide Coordination on RTP/SCS

Valley Visions

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While SB 375 mandated individual development of the RTP/SCS, the eight San Joaquin Valley Councils of Government decided also to collaborate in this process to share information, best practices, and foster consistent approaches to RTP/SCS development. The eight COGs participated in a joint grant proposal to the California's Strategic Growth Council for Proposition 84 funding. The grant was funded and launched as "Valley Visions."

Valley Visions was implemented as a series of planning efforts underway throughout the San Joaquin Valley. It took a big-picture look at how the Central Valley grows over time in a way that uses resources efficiently, protects existing communities, conserves farmland and open space, and supports the Central Valley economy, ultimately reducing future greenhouse gas emissions. The Valley Visions logo was provided to each COG to use and customize to their region if they wanted.

One of the tasks identified in the successful grant proposal was enhancement of the eight COG's individual public outreach efforts with a valleywide campaign. The project scope for this task included templates/written materials for customization, a media campaign to engage residents and publicize outreach efforts (social media, newspapers, radio and/or TV), and to assist with the development of SB 375 required workshops and hearings.

ValleyVisions

Valley Visions is a regional planning effort underway in the San Joaquin Valley to improve the quality of life in our communities by expanding transportation and housing choices. It takes a big-picture look at how the Central Valley can grow over time in a way that uses resources efficiently, protects existing communities, conserves farmland and open space, and supports the Central Valley economy.

What Is Valley Visions?
Valley Visions the name of the collective efforts of the eight Metropolitan Planning Organizations of the San Joaquin Valley. These agencies (known as MPOs) are responsible for setting transportation policy and priorities for a region and documenting how transportation funds will be spent in a Regional Transportation Plan. In Fresno County, this effort is being led by the Fresno Council of Governments.

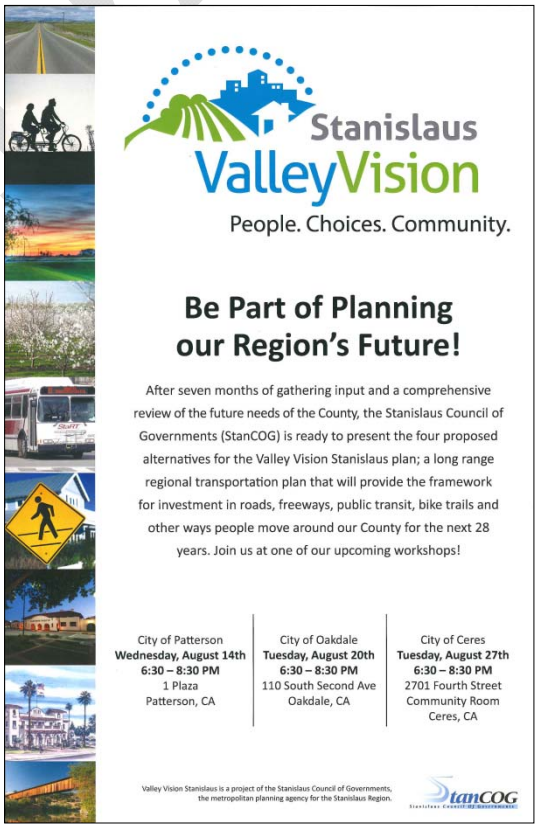
Why Are We Doing This?
A new state requirement directs MPOs to add an element to the Transportation Plan (known as a Sustainable Communities Strategy) that coordinates land use, housing and transportation planning to reduce the amount people have to drive. This effort is part of a statewide strategy to reduce greenhouse gas emissions to meet regional targets. These plans may also help attract funding to our communities and streamline permitting processes.

Who Is Involved?
In your community, Fresno Council of Governments is taking this opportunity to engage residents, elected officials, businesses, local governments, community groups and others to create a plan that benefits our neighborhoods, cities and the entire San Joaquin Valley. Everyone interested is invited to participate in this process to help shape our community's future. Most of the Valley Visions plans will be complete by the end of 2013.

How Can I Share My Ideas?
We want to hear from you! Your input can help us create communities we all want to live, work and invest in, and that reflect our community values. Good planning will preserve the community and natural features that we enjoy, now and for our children and grandchildren.

Find out more from the Fresno Council of Governments:

Visit www.fresnocog.org "or" www.valley-visions.org
Call: (559) 233-4148
Write to us at: Fresno COG, 2035 Tulare Street, Suite 201, Fresno, CA 93722



Stanislaus ValleyVision
People. Choices. Community.

Be Part of Planning our Region's Future!

After seven months of gathering input and a comprehensive review of the future needs of the County, the Stanislaus Council of Governments (StanCOG) is ready to present the four proposed alternatives for the Valley Vision Stanislaus plan; a long range regional transportation plan that will provide the framework for investment in roads, freeways, public transit, bike trails and other ways people move around our County for the next 28 years. Join us at one of our upcoming workshops!

City of Patterson	City of Oakdale	City of Ceres
Wednesday, August 14th	**Tuesday, August 20th**	**Tuesday, August 27th**
6:30 – 8:30 PM	**6:30 – 8:30 PM**	**6:30 – 8:30 PM**
1 Plaza	110 South Second Ave	2701 Fourth Street
Patterson, CA	Oakdale, CA	Community Room
		Ceres, CA

Valley Vision Stanislaus is a project of the Stanislaus Council of Governments, the metropolitan planning agency for the Stanislaus Region.

StanCOG

Draft

Of particular note was an informational video on the SCS process provided in three languages: English, Spanish, and Hmong and the media campaign that was active during the months of August, September, and October 2013. The videos were made available on YouTube, with links on the Valley Visions web page (www.valley-visions.org).

Valley Visions is yet another example showcasing the successes in valleywide collaboration. The eight counties of the San Joaquin Valley coordinated some aspects of these planning efforts and maximized resources, while each area's Metropolitan Planning Organization (MPO) developed a separate plan. This effort helped the Valley COGs brand a consistent message about sustainability.

Goods Movement

Introduction

In the Statewide Goods Movement Action Plan, the California Department of Transportation (Caltrans) designated the Valley as one of the State's four major international trade corridors. The Valley is the leading agricultural producer in the world, and it also supports major food processing industries. Portions of the Valley continue to be major oil and gas producers. Due to its central location, relatively inexpensive land, labor force, and multimodal transportation system, the Valley also is becoming a major distribution point for international exports and consumer products. Prior to the recession, the Valley was the fastest growing population center in California and is poised to return to this position as the economy recovers.

Many of the agricultural products that the Valley produces are exported through California's marine and airport systems using the highway and roadway systems to move commodities from farm, to processor/packer, to market. While Interstate 5 and State Route 99 are the two primary north/south transportation arteries, SR 99 is the transportation backbone of the San Joaquin Valley and is served by many significant east-west corridors such as SR-58, SR -120, SR-180, I-580 to 205, SR-152, SR-198, and SR-46.

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The Valley, as a region, needs to effectively plan for efficient goods movement and successfully partner with the private sector, state and Federal agencies to make necessary investments. A failure to effectively plan and invest could result in congested and poorly maintained highways, lost economic opportunities due to inadequate access to markets, land use conflicts between logistics-oriented business and growing communities, and poor air quality due to diesel emissions. Emphasis on system-wide efficiency and a comprehensive goods movement system seem to have become key elements of competitive funding. It is anticipated these trends will continue to shape transportation policy and that future funding may emulate the approach of the state's Trade Corridor Improvement Fund (TCIF), tying transportation funding to trade corridors and movement of goods.

Background

In 2007, The San Joaquin Valley Regional Planning Agencies developed the *San Joaquin Valley Regional Goods Movement Action Plan (2007)*. The purpose of the plan was to provide a knowledge base for the understanding of freight and goods movement issues facing the San Joaquin Valley. The plan identified freight flows for the region, and developed the San Joaquin Valley Truck Model tool and scenario testing.

Previous goods movement works efforts for the Valley:

- San Joaquin Valley Regional Goods Movement Action Plan, 2007
- Draft San Joaquin Valley Regional Goods Movement Action Plan, 2008
- California Interregional Intermodal System (CIRIS) Implementation Plan 2006
- SR 58 Origin and Destination Study
- State Route 99 Business Plan
- Interstate 5 and State Route 99 Origin and Destination Study, 2009
- East Side Business Plan (Short Haul Rail), Tulare County, 2010
- SR 223, 166, 119, 46 and 65 Truck Origin and Destination Studies, 2011

In fiscal year 2010-2011, the eight Valley RPAs received a funding award for a Caltrans Partnership Planning grant for the San Joaquin Valley Interregional Goods Movement Plan. The Plan will build on previous work efforts and further refine the criteria and decision-making process while identifying vital goods movement networks for the multi-county region.

San Joaquin Valley Interregional Goods Movement Plan

This San Joaquin Valley Interregional Goods Movement Plan is intended to take the next steps to develop and implement the region's freight transportation vision. This effort, more than the prior phases of the Valley Goods Movement Study, is focused on developing actionable project recommendations and implementation plans. There are many project concepts that have been developed over the last decade that include strategies, such as short-haul intermodal rail services, short sea container barge services, mainline rail capacity projects, SR 99 capacity and operational improvements, east-west highway improvements, and a host of other innovate goods movement systems ideas. Not all of these can be funded, and not all are of the highest priority. At the conclusion of this planning effort, it is important that the Valley goods movement stakeholders prioritize this project list based on clear criteria that reflect the region's goals and objectives. The projects need to be market-based, and at least some need to demonstrate state and

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national benefits.

Through this data driven 18 month process, the final plan anticipated in May 2013 will include an investment plan of project improvements and strategies that will increase the efficiency and reliability of the Valley's goods movement system. This multi-modal project list and strategies will build on the regional strengths, while identifying a funding and implementation strategy. Transportation improvements and investments in the multi-modal infrastructure will support economic growth in higher-value crops, logistics and warehousing/ distributions facilities, light manufacturing, oil production, and export products. Goods movement improvements can reduce congestion and delays for California businesses, carriers, and shippers and provide more reliable access to domestic and international markets. These improvements will increase productivity, profits, growth, and competitiveness within the San Joaquin Valley.

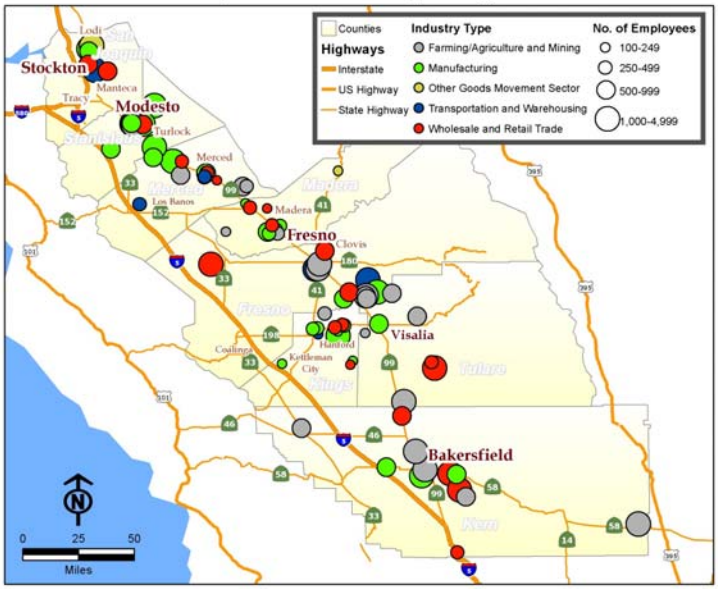
Figure 6 – 16

The San Joaquin Valley Goods Movement System

San Joaquin Valley Goods Movement Key Findings

The San Joaquin Valley is the sixth fastest growing region in the United States and is projected to nearly double in population by 2040.

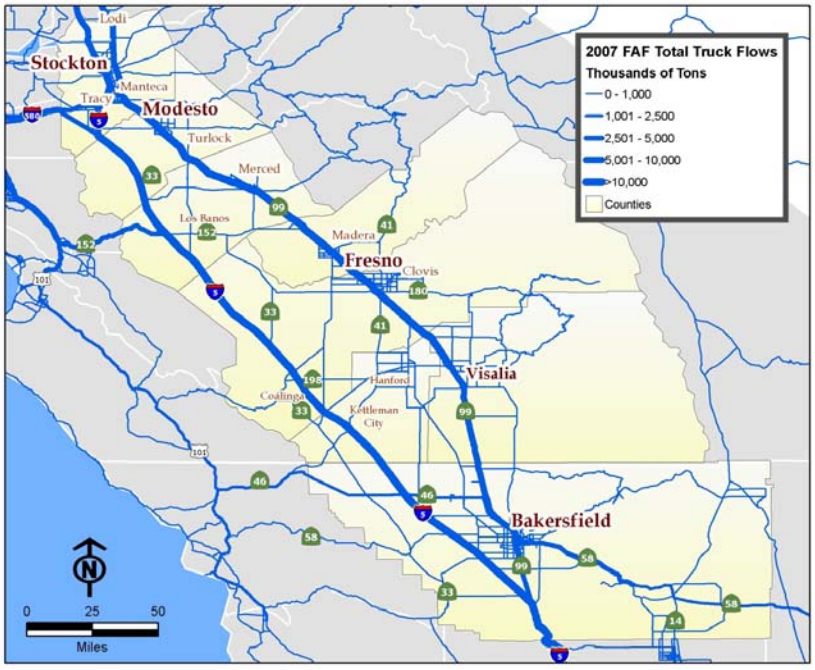
Figure 6 – 17 SJV *Employment* Clusters



Population and employment centers within the SJV are generally located adjacent to major highway facilities such as SR 99, I-5, SR 152, SR-198, and SR 41. Access to major population centers is critical for the movement of goods, not only for local deliveries of consumer products but to access warehousing and distribution facilities and services for transportation operators.

In 2010, there were about 1.2 million people employed across all sectors in the San Joaquin Valley. Of this total, over 44 percent (564,000 jobs) are associated with goods movement-dependent industries. By 2040, goods movement-dependent jobs are expected to increase by over 45 percent (nearly 250,000 jobs).

Figure 6 - 18 Truck Tonnage in the SJV, 2007



The highway and local road system is the primary freight infrastructure for the region, and trucking is the dominant freight mode. There are over 31,420 roadway miles in the San Joaquin Valley. There are over 2,700 miles of truck routes in the 8-County study region, with over 80 percent designated STAA National Truck Routes.

Rail freight operations and facilities in the study area are primarily owned by the Union Pacific (UP) and Burlington Northern Santa Fe (BNSF). The region also has several short-line operations, including 417 miles of the San Joaquin Valley Railroad (SJVR). However, there currently is no intraregional service within the SJV.

The air cargo system in the San Joaquin Valley is comprised of seven airports – all of which offer limited commercial passenger airline and air cargo service.

Truck is the dominant goods movement mode in the San Joaquin Valley. Nearly 500 million tons of goods moved by all modes on the San Joaquin Valley goods movement system in 2007. Over 90% of this (425 million tons) was moved by truck.

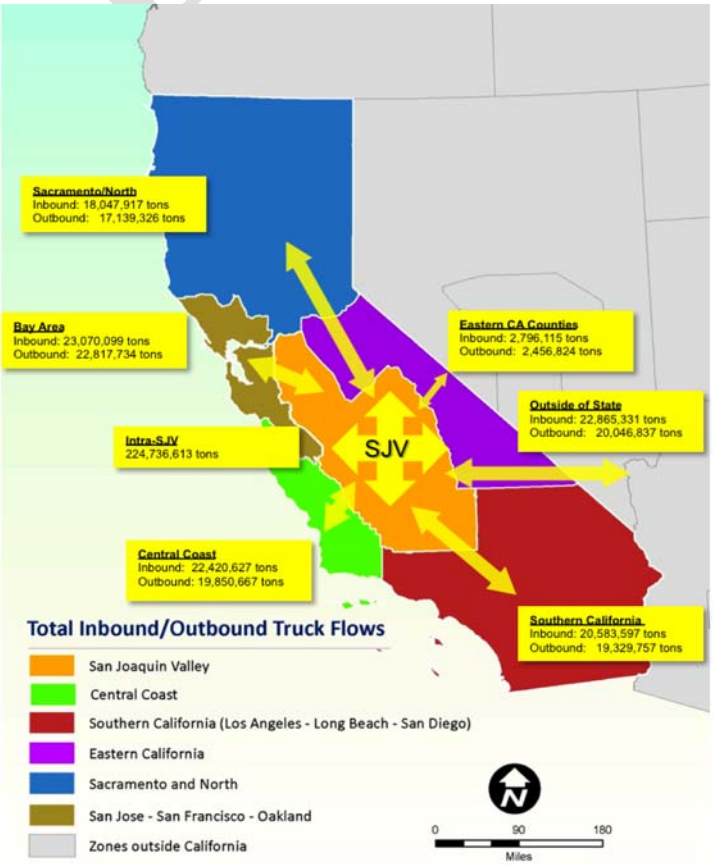
Industries depend heavily on intra-regional movements within the San Joaquin Valley, both between Counties and within the same County. 53% of all truck tonnage is intra-regional with raw agricultural products (such as animal feed or cereal grains) and mining materials (such as stone and sand) playing a prominent role.
Contrary to truck traffic, nearly all SJV rail traffic moves to or from other states.

Products moved by air continue to use airports outside of the San Joaquin Valley. Airports in the San Joaquin Valley collectively account for less than one percent of all air cargo handled by California's civilian airports.

The Port of Stockton is primarily a bulk commodity port and in 2010 handled nearly 1.4 million tons of bulk and break-bulk commodities.

Many prominent industries in the San Joaquin Valley (such as food processing) rely on the transportation system to receive raw materials and to deliver goods to market. For example, tomato processing facilities located throughout the SJV provide about 76% of all tomato processing capacity in California.

Figure 6 - 19 SJV Trading Partner Truck Tonnage Distribution



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Between 2007 and 2040, freight moving on the SJV goods movement system is anticipated to grow substantially, reaching over 800 million tons by 2040. Similar to 2007, trucks are projected to carry the majority of all goods by 2040. In fact, trucks are projected to carry 93% (750 million tons) of this tonnage, while rail is projected to carry 7% (50 million tons). Air and water modes will continue to play a role in delivering specific types of commodities, but will continue to command less than 1% of the total commodity flow volume.

The region has several critical goods movement corridors (most notably I-5 and SR-99) that carry the highest volumes of trucks within the San Joaquin Valley. However, there are also many corridors and local roads that, though carrying smaller total volumes of trucks, are still vital to the region's goods movement. East-West corridors throughout the SJV (including SR 152, SR 58, SR 198 and SR 46) are especially important, as are numerous smaller facilities (such as farm to market roads and County roadways) that connect single industrial sites, farms, agricultural processing centers, or other freight-generating activities to the Statewide and National freight system.

Figure 6 – 20 Growth in Truck Flows in the SJV, 2007-2040 (FAF3)

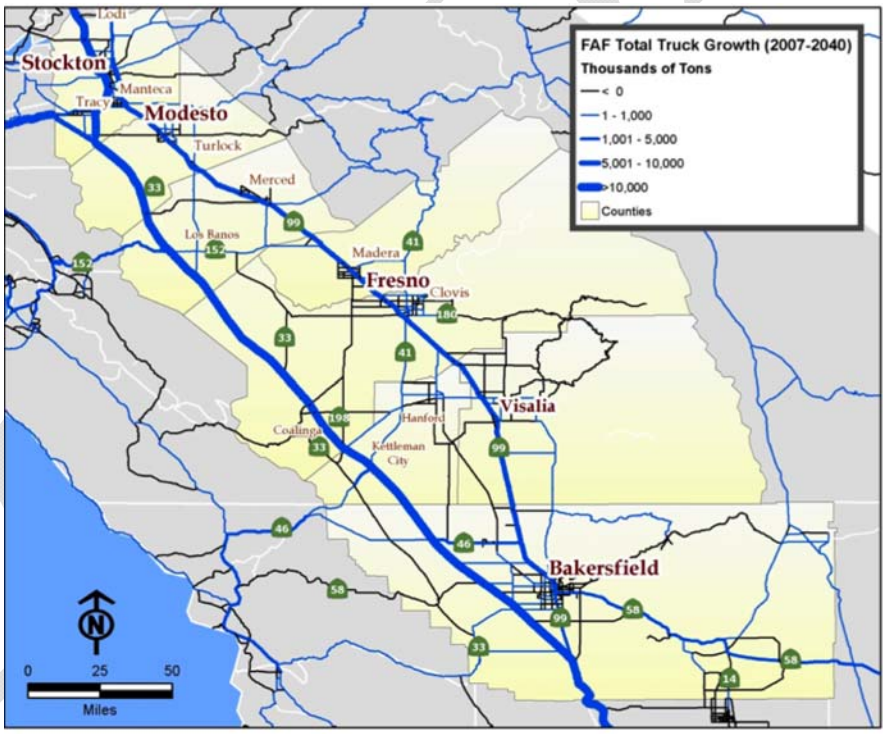
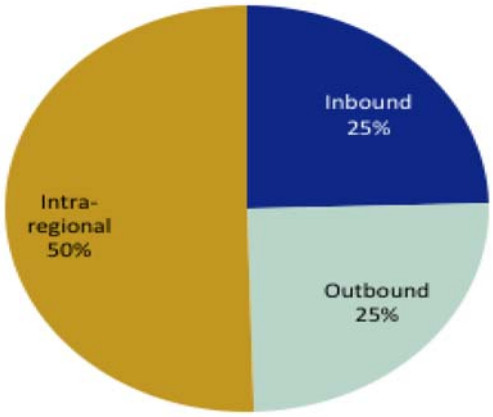


Figure 6 – 21 2040 Anticipated Highway Performance

Movement of freight between counties in the San Joaquin Valley (intra-regional) will continue as the dominant pattern of goods movement. Intra-regional movement will be responsible for over 50% of the total expected tonnage (nearly 400 million tons) in the San Joaquin Valley in 2040. Between 2007 and 2040, outbound tonnage will increase at a greater rate (90%) than inbound tonnage (60%), indicating a growing importance of outbound shipments from the SJV.

Inbound carload rail flows will experience marginal declines by 2040 due to declines in cereal grains, animal feed, and fertilizers. Contrarily, outbound carload tonnage will increase over 100%, largely due to increasing demand for prepared foodstuffs, alcoholic beverages (including wine), and other agricultural products. Rail intermodal flows will increase substantially by 2040, both inbound and outbound, led by outbound intermodal tonnage associated with mixed freight (including consumer products, shipped using domestic trailers or containers). Growing warehousing and distribution hubs, as well as SJV manufacturing facilities may be beneficiaries of this increased demand.

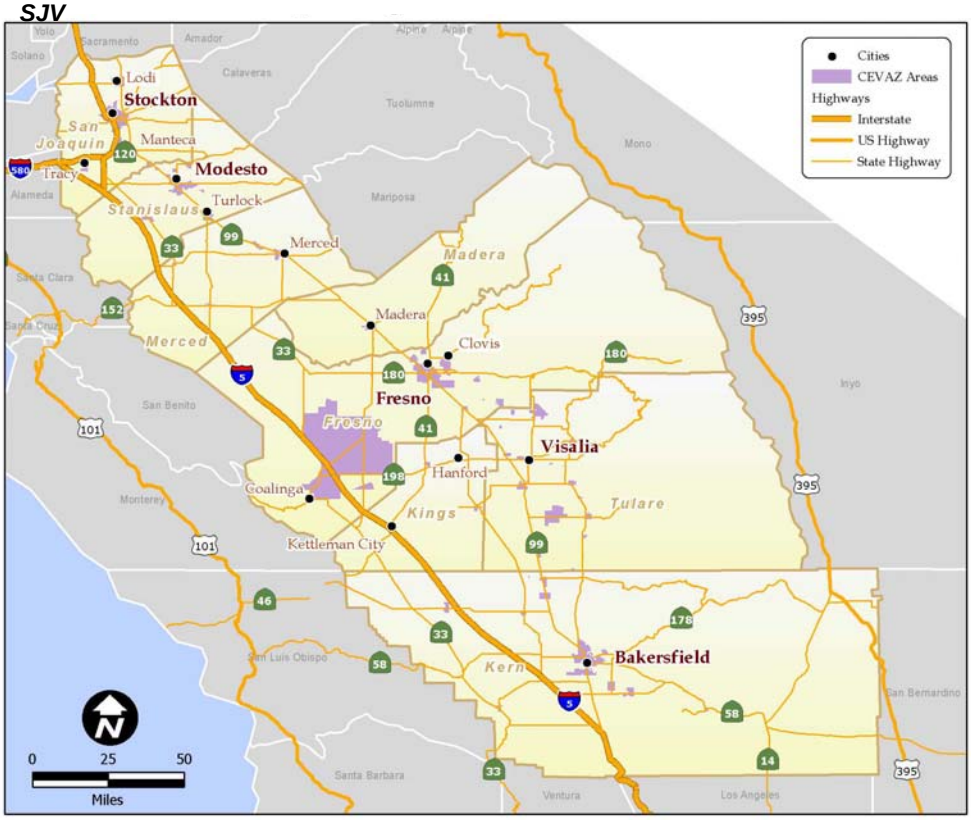
Figure 6 – 22 Inbound, Outbound and Intra-Regional Commodity Distribution – 2007 to 2040



Air cargo has not been a growth industry in California over the past decade, and there is little indication that air cargo volumes will soon rise.

Goods movement activities contribute to the SJV's air quality concerns. Poor air quality –a serious issue in the SJV, is partially caused by exhaust emissions from trucks, rail, and equipment involved in freight movement. The San Joaquin Valley Air Pollution Control District estimates that trucks emit 10% of the Valley's directly emitted particulate matter ($PM_{2.5}$).

Figure 6 - 23 High – CEVAZ (Most Vulnerable) Population Clusters in the SJV



Congestion on roadways in the San Joaquin Valley results in economic impacts and in public health consequences. Traffic congestion translates to economic losses, wasted fuel, and also contributes to localized emissions "hot spots" from increased emissions due to idling engines. Increased emissions can lead to negative impacts to public health – including respiratory ailments, reduced lung function, a weakened immune system and headaches. In the SJV, traffic volumes on portions of SR 99, SR 120, SR 58, SR 41, and I-5 already exceed the capacity of the facility. Projections are for rapidly increasing vehicle and truck volumes by 2040, which will likely exacerbate existing congestion throughout the Valley.

SJV Goods Movement Advisory Committee Meeting in Tulare CA

The Future of Goods Movement in the Valley

Through planning efforts such as the eight-county San Joaquin Valley Goods Movement Plan, the Valley is seriously looking at all of the existing conditions, growth implications and environmental impacts on our communities to develop a strategic and comprehensive understanding and strategies for implementing an efficient goods system.

Public and private stakeholders have met and discussed throughout the Goods Movement planning process the criteria and metrics for evaluating projects to enhance the socio-economic status of the San Joaquin Valley via improvements in our transportation systems.

The San Joaquin Valley Interregional Goods Movement plan focused on several outcomes and processes:

- Worked with regional freight stakeholders from throughout the SJV to understand the issues, challenges, bottlenecks, and opportunities of the Valley's multi-modal goods movement system, including a three-tiered stakeholder outreach process to public, private, and other freight system stakeholders.
- Assessed supply chain and logistics trends of key industries, their current needs, and how they will impact goods movement in the future, including creating simplified supply chain diagrams to illustrate the transportation system needs of industries.
- Created a prioritized investment plan of multimodal project improvements and strategies to increase the efficiency and reliability of the region's goods movement system, including evaluation using the valleywide truck model, IMPLAN economic input-output software, and other tools to quantify the environmental, economic, and mobility benefits of each project / strategy.
- Contributed to economic development, strong industries, and environmental health throughout the entire San Joaquin Valley.

The culmination of the Goods Movement Plan is a stand-alone, data-driven, multimodal project list that reflects the combined goods movement vision of the entire eight-county region. The outcomes and priorities identified in the Plan are being integrated into the MAP 21 required National Primary Freight Network, the Valley has two members on the California Freight Advisory Committee, and our planning efforts are being integrated into the California Freight Mobility Plan.

Advocacy

San Joaquin Valley Regional Policy Council

The voluntary creation of the San Joaquin Valley Regional Policy Council (Regional Policy Council) in 2006 is a key partnership that exemplifies the Regional Transportation Planning Agencies' approach to working on regional issues.

This sixteen member Regional Policy Council was established to discuss and build regional consensus on issues of Valley importance. The Regional Policy Council consists of two elected officials and one alternate appointed from each of the eight regional planning agencies' governing boards in the San Joaquin Valley. The Regional Policy Council is positioned to have a unique and potentially pivotal position in further Valley collaborative efforts and improving the quality of life for all Valley residents.

The Regional Policy Council provides guidance on common interregional policy issues and also represents the San Joaquin Valley at public forms such as the California Transportation

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Commission, the Governor and his administration, as well as State and Federal legislative bodies that require a common voice. Issues of common interest, include:

- Intercity Rail
- State Route 99 Coordination
- Joint Funding Strategies
- San Joaquin Valley Interregional Goods Movement
- Short Haul Rail (SB 325 Implementation)
- Air Quality Transportation Planning Coordination
- Relationship Development with External Agencies & Entities
- San Joaquin Valley Regional Blueprint Planning
- Valley Legislative Affairs Committee
- Valleywide Model Improvement Plan
- Coordination with the California Partnership for the San Joaquin Valley
- Proposition 84, Sustainable Communities Implementation
- Regional Energy Planning
- Regional Transportation Plans
- Fall Policy Conference
- San Joaquin Valley Websites
- Coordination of the Policy Council and Executive Directors' Committee

Valley Legislative Affairs Committee

The San Joaquin Valley Regional Transportation Planning Agencies have established a staff-level Valley Legislative Affairs Committee (VLAC), consisting of staff from the San Joaquin Valley Regional Transportation Planning Agencies. The VLAC track pertinent legislation, updates the RTPA Directors, and makes recommendations when warranted to the San Joaquin Valley Regional Policy Council. The Regional Policy Council is made up of two elected officials from each of the eight RTPAs and provides a forum for elected officials to discuss topics and build consensus on issues of Valleywide importance. Every year, State and Federal legislative platforms are developed to provide guidance to the RTPAs. The annual "Valley Voice" advocacy trips are coordinated by the VLAC. The latest Washington D.C. trip was held in September 2013 and the Sacramento trip was conducted in March 2014. The next trip to Washington D.C. is scheduled for September 2014.

Other Collaborative Planning Efforts

For over the last fifteen years the Valley RTPAs have explored the mutual benefits and economies of scale in working together on voluntary planning efforts. Oftentimes the funding for these projects is the result of a successful grant application that is submitted on behalf of all the Valley RTPAs. Developing the themes and consensus for the grant application requires a high level of coordinated effort between the Executive Directors and the governing boards.

Several impressive examples of this voluntary collaboration between the Valley RTPAs include the San Joaquin Valley Blueprint, the San Joaquin Valley Greenprint, the San Joaquin Valley

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Express Transit Study, and the San Joaquin Valley Tribal Transportation Environmental Justice Study. Each of the above named studies represents countless hours of conference calls, face to face meetings, working with Valleywide and local stakeholders, and often times retaining a subject matter consultant(s) between the Valley RTPAs to develop a specific product.

The San Joaquin Valley Blueprint is an outstanding example of this voluntary collaborative planning effort. A commitment to work together and submit a grant application in 2006, has since grown into a seven year cooperative valleywide and regional planning effort to identify smart growth strategies for the Valley communities. This planning effort involved all levels of government and the opportunity for local citizens in all eight counties to participate. From this unprecedented level of outreach, several other planning efforts have emerged and continue to gain momentum. As a counterpart to the San Joaquin Valley Blueprint, the San Joaquin Valley Greenprint continues to explore how to best preserve the vast productive acres of farmland and vital habitat in the region.

As part of the latter Blueprint effort, the Valley RTPAs worked with several other agencies to create the Blueprint Awards program. This award program began in 2010 and is used to recognize the outstanding achievements, the greater aesthetics or progressive details as demonstrated in a sustainable development project.

The Valley RTPAs in the recent years were successful in obtaining a grant for the purpose of assisting Valley jurisdictions with populations of 50,000 or less persons to implement smart growth principles into their local planning documents. Jurisdictions in the eight counties were divided into northern, central, and southern counties and well respected local consultant firms were retained in the three regions to provide technical services. This effort highlights a coordinated voluntary effort in which the Valley RTPAs came together on behalf of the smaller population member agencies.

Aside from regional planning, the RTPAs have explored Valleywide transit and strategies to improve regional planning with our Tribal Governments. The goal of the SJV Express Transit Study was to identify recommendations for inter-county commuter-express transportation services within the SJV region and non-Valley urbanized population centers. The Tribal Transportation Environmental Justice Collaborative Project invited 47 California Central Valley Tribes to participate with the Valley RTPAs and explore long-range planning issues and environmental justice priorities.

The Valley RTPAs work on specific studies often times when key information is unavailable. Recent examples include the San Joaquin Valley Demographic Forecast 2010 to 2050 Study and the Market Demand Analyses for Higher Density Housing in the San Joaquin Valley. These two technical data driven projects included a high level of subject experts from the private real estate and larger economics field. The Valley RTPAs made a coordinated effort to work with subject matter experts to ensure that the final end products were creditable with the high level of validity.

The Valley RTPAs continue to work very closely with the San Joaquin Valley Partnership. The San Joaquin Valley Partnership consists of members appointed by the Governor, California

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Cabinet Secretaries, and civic leaders that work with several work groups that explore economic development to water.

In conclusion, the Valley Regional Transportation Planning Agencies have a strong history of working together on other collaborative voluntary planning efforts and will continue to do so as resources allow.

Valley Success in Implementation

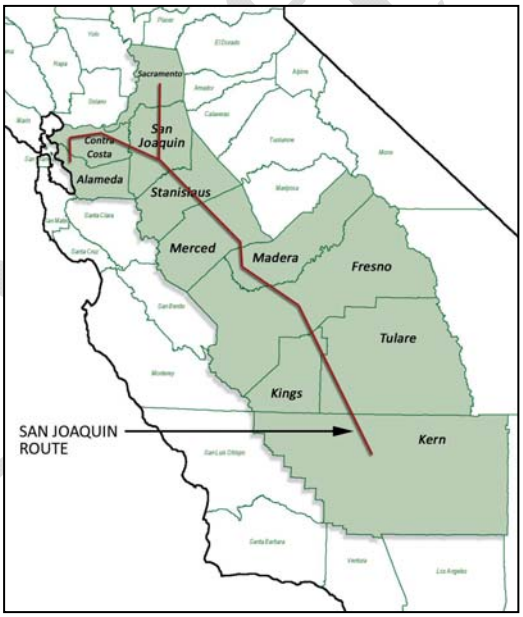
Passenger Rail in the San Joaquin Valley

Background

Passenger rail service has been an area of extensive activity for the Central Valley with two existing services currently operating and the first segment of the California High Speed Rail System scheduled to begin construction in 2014. The two existing passenger rail services include the AMTRAK San Joaquin route that runs the length of the Central Valley and the Altamont Corridor Express (ACE) that connects the northern Central Valley with the San Francisco Bay Area.

Figure 6 - 25

AMTRAK San Joaquin Service



The AMTRAK San Joaquin route provides service from the San Francisco Bay Area and Sacramento through the Central Valley to Bakersfield. Over 1.1 million passengers traveled on the San Joaquin route in 2012. The San Joaquin runs multiple times daily between the San Francisco Bay Area (or Sacramento) and Bakersfield, where Amtrak Thruway buses connect to great Southern California destinations. Other stops along the way include Stockton, Modesto, Merced, Martinez and Fresno. Thruway bus connections to San Francisco are made at Emeryville.

Figure 6 - 24

Altamont Corridor Express (ACE)

The Altamont Corridor Express (ACE) provides commuter rail service from the City of Stockton in San Joaquin County to the City of San Jose in Santa Clara County. ACE runs four round trips daily with average weekday ridership over 4,000 passengers totaling a million passengers per year. ACE trains depart Stockton in the morning with return departures from San Jose in the afternoon. ACE service has ten stations through San Joaquin, Alameda, and Santa Clara County with bus connections to other transit including Bay Area Rapid Transit (BART) in Pleasanton.

The California High-Speed Rail System will be the first high-speed rail system in the nation. By 2029, the system will run from San Francisco to the Los Angeles basin in under three hours at speeds capable of over 200 miles per hour. The system will eventually extend to Sacramento and San Diego, totaling 800 miles with up to 24 stations. In addition, the Authority is working with regional partners to implement a statewide rail modernization plan that will invest billions of dollars in local and regional rail lines to meet the state's 21st century transportation needs. The initial 60-mile segment of high-speed rail construction from Fresno to the Tulare-Kern County line near Bakersfield is scheduled to begin construction in 2014.

Figure 6 – 26 California High Speed Rail Statewide Rail Modernization

Coordination

Central Valley Rail Policy Working Group

Coordination of passenger rail service in the Central Valley has involved a significant number of stakeholders from the local, state, and federal agencies to the private railroads and public. The Central Valley Rail Policy Working Group consists of 20 agencies and has been involved in coordinated planning for passenger rail service between Merced and Sacramento since 2006. Recent activities of the Central Valley Rail Policy Working Group have included support of the High Speed Rail Authority (HSRA) in the implementation of high-speed rail through the Central Valley. These activities have involved:

- Partnering with the HSRA throughout the project development process
- Providing guidance on local issues, development plans, and policies
- Assisting in developing and evaluating alternatives
- Participation in public involvement activities and events
- Serving as liaisons to local communities

San Joaquin JPA

With the passage of Assembly Bill (AB) 1779 in August 2012, regional government agencies were enabled to form the San Joaquin Joint Powers Authority (SJJPA) to take over the administration and management of the existing San Joaquin Rail Service from the state. The SJJPA was established in March 2013 and is comprised of ten member agencies including the San Joaquin Regional Rail Commission, Sacramento Regional Transit, Stanislaus Council of Governments, Merced County Association of Governments, Contra Costa Transportation Authority, Tulare County Association of Governments, Madera County Transportation Commission, Alameda County, Fresno Council of Governments, and Kings County Association of Governments. Under the provisions of AB 1779, the state will continue to provide the funding necessary for service operations, administration and marketing. Furthermore, Caltrans

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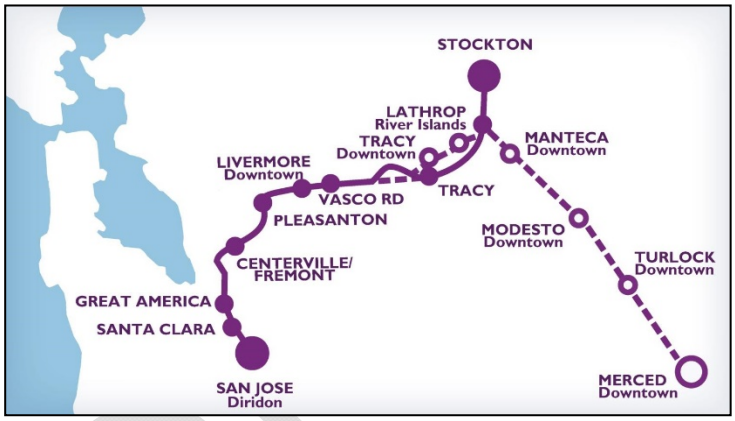
Division of Rail will remain responsible for the development of the Statewide Rail Plan and the coordination and integration between the three state-supported intercity passenger rail services.

Figure 6 - 27

ACEforward Proposed Service



Looking Forward

In 2013 the San Joaquin Regional Rail Commission (SJRRC) initiated ACEforward, a planning effort to support both the enhancement of exiting ACE service between Stockton and San Jose as well as extend ACE service to Manteca, Modesto, Turlock and Merced. The ACEforward effort has involved extensive coordination through the Central Valley Rail Policy Working Group with the hope to realize portions of the ACE service extension to Merced by as early as 2020. The Central Valley transportation partners will also continue to work with the California HSRA to support the implementation of high-speed rail within the Central Valley as the initial operating phases are complete and services are initiated.

Proposition 1B and State Route 99 Bond Program

The $1 billion for State Route 99 included in Proposition 1B made 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 at least 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. As the Proposition 1B program nears its sunset date, the recent update of the SR 99 business plan paints a clear picture of the continuing needs for upgrading and improving the roadway and interchanges.

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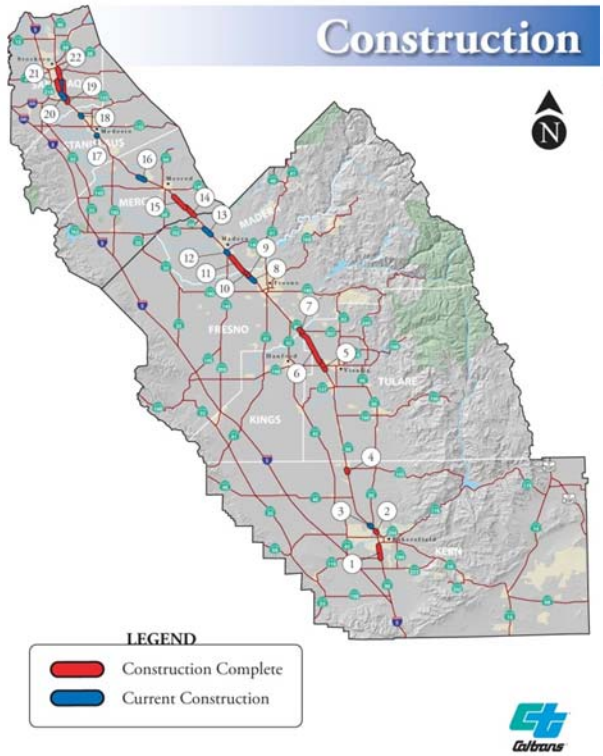
Figure 6 - 27

State Route 99 Business Plan



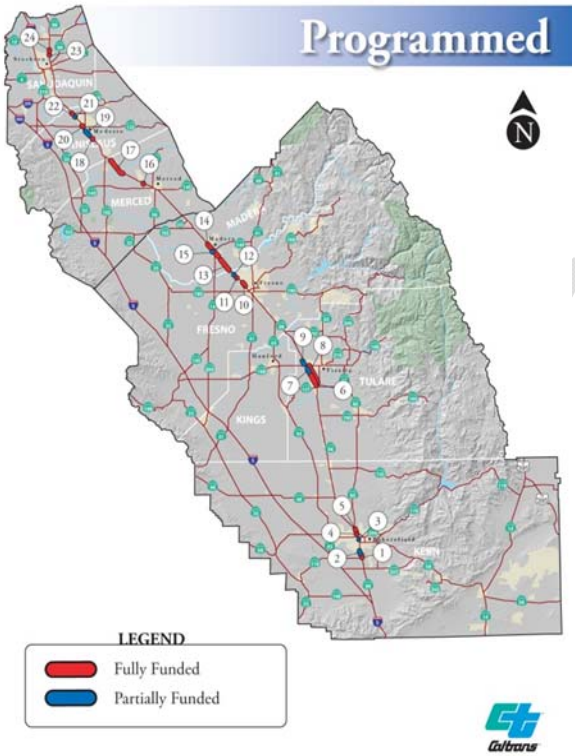


Figure 3.6
Status of Priority Category 2 Candidate Projects: Major Capacity Increasing Improvements (Capital Costs Greater than $8 million)

In 2013, Caltrans and the 8 Valley MPOs completed the second update to the 99 Business Plan. Here are the highlights:

- $1Billion funded by Proposition 1B
- Construction/Complete - 20 Projects - $1.3 Billion funded
- Programed/Partially Funded - 24 Projects - $1.4 Billion funded
- Candidates Remaining - 19 Major Projects - $3.5 Billion unfunded
- New Emphasis on operational improvements including: carpool facilities / ramp metering, reduced truck congestion , 511 Travel Info System, CalVans public vanpool service, privately subsidized express bus service saving 1.4M VMT/yr, new park & ride lots.

References & Glossary

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ABBREVIATIONS AND ACRONYMS

AADT	*Annual Average Daily Traffic*
AASHTO	*American Association of State Highway and Transportation Officials*
AB	*(California) Assembly Bill*
AB 32	*The Global Warming Solutions Act of 2006*
ADA	*Americans with Disabilities Act*
ADT	*Average Daily Traffic*
ALUC	*Airport Land Use Commission*
APS	*Alternative Planning Strategy*
ATP	*Active Transportation Program*
ARB	*Air Resources Board*
ARRA	*American Recovery and Reinvestment Act of 2009*
BACM	*Best Alternative Control Measure*
BNSF	*Burlington Northern Santa Fe (Railroad)*
BRT	*Bus Rapid Transit*
BTA	*Bicycle Transportation Account*
CAA	*United States Clean Air Act of 1970*
CALCOG	*California Association of Councils of Governments*
CALTRANS	*California Department of Transportation*
CALUP	*California Airport Land Use Plan*
CDF	*California Department of Forestry*
DFG	*California Department of Fish & Game*
CEQA	*California Environmental Quality Act of 1970*
CHP	*California Highway Patrol*
CHSRA	*California High Speed Rail Authority*
CIP	*Capital Improvement Program*
CMA	*Congestion Management Agency*
CMAQ	*Congestion Mitigation and Air Quality*
CMP	*Congestion Management Program*
CMS	*Congestion Management System*
CNDDB	*California Natural Diversity Database*
CNG	*Compressed Natural Gas*
CO	*Carbon Monoxide*
COG	*Council of Governments*
COLT	*City Operated Local Transit (Porterville)*
CTC	*California Transportation Commission*
DART	*Dinuba Area Regional Transit*
DOF	*Department Of Finance*
DOT	*Department Of Transportation (Federal)*

EIR	*Environmental Impact Report*
EIS	*Environmental Impact Statement*
EMFAC	*"Emissions Factor" - California's Air Pollution Model*
EPA	*Environmental Protection Agency*
FAA	*Federal Aviation Administration*
FCAA	*Federal Clean Air Act*
FHWA	*Federal Highway Administration*
FTA	*Federal Transit Administration*
FTIP	*Federal Transportation Improvement Program*
FY	*Fiscal Year*
GIS	*Geographic Information Systems*
GPS	*Global Positioning System*
HCD	*California Housing and Community Development Department*
HCM	*Highway Capacity Manual*
HCP	*Habitat Conservation Plan*
HOV	*High-Occupancy Vehicle*
HPMS	*Highway Performance Monitoring System*
IIP	*Interregional Improvement Program*
IRR	*Indian Reservation Roads*
IRRS	*Interregional Road System*
ISR	*Indirect Source Review*
ISTEA	*Intermodal Surface Transportation Efficiency Act*
ITIP	*Interregional Transportation Improvement Program*
ITS	*Intelligent Transportation Systems*
JPA	*Joint Powers Agreement (or Authority)*
LNG	*Liquefied Natural Gas*
LOS	*Level of Service*
LRT	*Light-Rail Transit*
LTF	*Local Transportation Fund*
MAP-21	*Moving Ahead for Progress in the 21st Century*
MOU	*Memorandum of Understanding*
MPO	*Metropolitan Planning Organization*
NARC	*National Association of Regional Councils*
NEPA	*National Environmental Policy Act of 1969*
NHS	*National Highway System*
NO_x	*Nitrogen Oxides*
NOA	*Notice of Availability*

NOP	*Notice of Preparation*
O_3	*Ozone*
OWP	*Overall Work Program*
PAC	*Policy Advisory Committee*
PA&ED	*Project Approval & Environmental Document*
$PM_{2.5}$	*Particulate Matter <2.5 microns in size*
PM_{10}	*Particulate Matter <10 microns in size*
PMS	*Pavement Management System*
PSR	*Project Study Report*
RACM	*Reasonable Alternative Control Measure*
R&D Funds	*Research and Development Funds*
RHNA	*Regional Housing Needs Assessment*
RIP	*Regional Improvement Program*
ROG	*Reactive Organic Gases*
ROW	*Right-Of-Way*
RSTP	*Regional Surface Transportation Program*
RTAC	*Regional Targets Advisory Committee*
RTIP	*Regional Transportation Improvement Program*
RTP	*Regional Transportation Plan*
RTPA	*Regional Transportation Planning Agency*
SAFETEA-LU	*Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users*
SB	*Senate Bill (California)*
SCS	*Sustainable Communities Strategy*
SHOPP	*State Highway Operation & Protection Plan*
SIP	*State Implementation Plan*
SJVAB	*San Joaquin Valley Air Basin*
SJVMIP	*San Joaquin Valley Model Improvement Program*
SO_x	*Sulfur Oxides*
SOV	*Single-Occupancy Vehicle*
SRTP	*Short-Range Transit Plan*
SSTAC	*Social Services Transportation Advisory Council*
STA	*State Transit Assistance*
STIP	*State Transportation Improvement Program*
SJVAPCD	*San Joaquin Valley Air Pollution Control District*
TAC	*Technical Advisory Committee*
TAZ	*Transportation Analysis Zone*
TCAG	*Tulare County Association of Governments*
TCAT	*Tulare County Area Transit*
TCM	*Transportation Control Measure*

TCRP *Traffic Congestion Relief Program*
TDA *Transportation Development Act*
TDM *Transportation Demand Management*
TDP *Transit Development Plan*
TE *Transportation Enhancement*
TIME *Tulare Intermodal Express*
TIP *Transportation Improvement Program*
TMA *Transportation Management Agency*
TPA *Transportation Planning Agency*
TPP *Transit Priority Project*
TSM *Transportation Systems Management*

UP *Union Pacific (Railroad)*

VMT *Vehicle Miles Traveled*
VOC *Volatile Organic Compounds*

WE *Work Element*

GLOSSARY OF TERMS AND DEFINITIONS

A

Active Transportation Program (ATP)
The Active Transportation Program was created by Senate Bill 99 (Chapter 359, Statutes of 2013) and Assembly Bill 101 (Chapter 354, Statutes of 2013) to encourage increased use of active modes of transportation, such as biking and walking.

Americans with Disabilities Act (ADA)
Federal legislation defining the responsibilities of and requirements for transportation providers to make transportation accessible to individuals with disabilities.

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).

Alternative Fuels
The Energy Policy Act of 1992 defines alternative fuels as methanol, denatured ethanol, and other alcohol; mixtures containing 85 percent or more (but not less than 70 percent as

determined by the Secretary of Energy by rule to provide for requirements relating to cold start, safety, or vehicle functions) by volume of methanol, denatured ethanol, and other alcohols with gasoline or other fuels. Includes compressed natural gas, liquid petroleum gas, hydrogen, coal-derived liquid fuels, fuels other than alcohols derived from biological materials, electricity, or any other fuel the Secretary of Energy determines by rule is substantially not petroleum and would yield substantial energy security and environmental benefits.

American Recovery and reinvestment Act of 2009 (ARRA)
The American Recovery and Reinvestment Act of 2009 (ARRA), commonly referred to as the Stimulus or The Recovery Act, was an economic stimulus package enacted by the 111th United States Congress in February 2009 and signed into law on February 17, 2009, by President Barack Obama.

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.

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.

Article XIX
An Article of the State Constitution. Designates how State taxes on motor fuel and motor vehicles may be used for streets, highways and fixed guideway transit projects. The Article excludes funding for maintenance and operating costs for mass transit power systems and mass transit passenger facilities, vehicles, equipment, and services.

Attainment Demonstrations
A State Implementation Plan (SIP) revision which describes how an area will meet air quality standards before its attainment date.

Average Annual Daily Trips (AADT)
The total volume of traffic on a highway segment for one year divided by the number of days in the year.

B

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).

Bus Rapid Transit (BRT)
Bus rapid transit (BRT, BRTS) is a bus-based mass transit system. A true BRT system generally has specialized design, services and infrastructure to improve system quality and remove the typical causes of delay. Sometimes described as a "surface subway", BRT aims to combine the capacity and speed of light rail or metro with the flexibility, lower cost and simplicity of a bus system

C

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.

California Environmental Quality Act (CEQA)
1970 act which requires that state agencies regulate activities with major consideration for environmental protection.

Capital Outlay
Cost of construction of transportation facilities and acquisition of right of way. Excludes engineering and right of way support costs.

Clean Air Act of 1970
The Clean Air Act is a United States federal law designed to control air pollution on a national level. It requires the Environmental Protection Agency (EPA) to develop and enforce regulations to protect the public from airborne contaminants known to be hazardous to human health

Clean Air Act Amendments
The original Clean Air Act was passed in 1963, but the national air pollution control program is actually based on the 1970 version of the law. The 1990 Clean Air Act Amendments are the most far-reaching revisions of the 1970 law. The 1990 Clean Air Act is the most recent version of the 1970 version of the law. The 1990 amendments made major changes in the Clean Air Act.

Code of Federal Regulations
A compilation of the general and permanent rules of the executive departments and agencies of the Federal Government as published in the Federal Register. The code is divided into 50 titles that represent broad areas subject to Federal regulation. (DOE5).

Compressed Natural Gas (CNG)
Natural gas compressed to a volume and density that is practical as a portable fuel supply. It is used as a fuel for natural gas-powered vehicles.

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.

Congestion Management Process (CMP)
Systematic process for managing congestion. Provides information on transportation system performance and finds alternative ways to alleviate congestion and enhance the mobility of people and goods, to levels that meet state and local needs.

Congestion Mitigation & Air Quality (CMAQ)
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.

California Transportation Commission (CTC)
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.

D

Dedicated Funds
Any funds generated specifically for transit purposes and which are dedicated at their source (e.g., sales taxes, gasoline taxes, and property taxes), rather than through an allocation from the pool of general funds. (FTA1)

Demand Response
A non-fixed route, non-fixed schedule vehicle that operates in response to calls from passengers or their agents to the transit operator or dispatcher.

E

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 Factor (EMFAC)

EMFAC is California's model for estimating emissions from on-road vehicles operating in California. EMFAC is used as a starting point for developing plans to meet air quality standards, and for assessing the impact of motor vehicle emissions regulations on emissions and air quality.

Emissions Inventories
A complete list of the sources and amounts of pollutant emissions within a specific area and time interval.

Environmental Impact Report
A study of all the factors which a land development or construction project would have on the environment in the area, including population, traffic, schools, fire protection, endangered species, archeological artifacts, and community beauty. Many states require such reports be submitted to local governments before the development or project can be approved, unless the governmental body finds there is no possible impact, which finding is called a "negative declaration."

Environmental Impact Statement
Report developed as part of the National Environmental Policy Act requirements, which details any adverse economic, social, and environmental effects of a proposed transportation project for which Federal funding is being sought. Adverse effects could include air, water, or noise pollution; destruction or disruption of natural resources; adverse employment effects; injurious displacement of people or businesses; or disruption of desirable community or regional growth.

Environmental Justice
Environmental justice assures that services and benefits allow for meaningful participation and are fairly distributed to avoid discrimination.

Environmental Protection Agency (EPA)
The federal regulatory agency responsible for administering and enforcing federal environmental laws, including the Clean Air Act, the Clean Water Act, the Endangered Species Act, and others.

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.

F

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 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.

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 Transportation Improvement Program (FTIP)
The Federal Transportation Improvement Program (FTIP) is a capital listing of all transportation projects proposed over a four-year period for the Tulare County region. The FTIP is prepared to implement projects and programs listed in the Regional Transportation Plan (RTP) and is developed in compliance with state and federal requirements.

Fine Particulate Matter (PM 2.5)
Particulate matter less than 2.5 microns in size (PM-2.5). A micron is one millionth of a meter.

Fiscal Constraint
Making sure that a given program or project can reasonably expect to receive funding within the time allotted for its implementation.

Fiscal Year (FY)
For California, the FY is the accounting period beginning July 1 and ending June 30. The federal FY begins October 1 and ends September 30.

Fixed Route
A term applied to transit service that is regularly scheduled and operates over a set route; usually refers to bus service.

Formula Capitol Grants
Federal transit funds for transit operators; allocation of funds overseen by FTA.

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.

G

Geographic Information System (GIS)
A computerized data management system designed to capture, store, retrieve, analyze, and display geographically referenced information. 2) A system of hardware, software, and data for collecting, storing, analyzing, and disseminating information about areas of the Earth. For Highway Performance Monitoring System (HPMS) purposes, Geographical Information System (GIS) is defined as a highway network (spatial data which graphically represents the geometry of the highways, an electronic map) and its geographically referenced component attributes (HPMS section data, bridge data, and other data including socioeconomic data) that are integrated through GIS technology to perform analyses. From this, GIS can display attributes and analyze results electronically in map form.

Greenhouse Gas (GHG)
A greenhouse gas is a gas in an atmosphere that absorbs and emits radiation within the thermal infrared range. This process is the fundamental cause of the greenhouse effect. The primary greenhouse gases in the Earth's atmosphere are water vapor, carbon dioxide, methane, nitrous oxide, and ozone.

Guideway
A permanent facility, or structure, that dictates the route and course of a vehicle with or without operator guidance.

H

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.

Hotspots
A poorly ventilated area, such as a tunnel or intersection, where mobile source emissions (usually carbon monoxide or PM-10) are particularly high.

High Occupancy Toll Lanes
A road pricing scheme that gives motorists in single-occupant vehicles access to high-occupancy vehicle lanes, or HOV lanes.

High Occupancy Vehicle Lanes
A high-occupancy vehicle lane, also known as an HOV lane, is a restricted traffic lane reserved at peak travel times or longer for exclusive use of vehicles with a driver and one or more passengers, including carpools, vanpools and transit buses.

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.

I

Intermodal
The ability to connect, and the connections between, modes of transportation.

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 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.

Interregional Road System Plan (IRRS)
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.

Intelligent Transportation Systems (ITS)
The application of advanced technologies to improve the efficiency and safety of transportation systems.

L

Light Rail
A streetcar-type vehicle operated on city streets, semi-exclusive rights-of-way, or exclusive rights-of-way. Service may be provided by step-entry vehicles or by level boarding.

Level of Service (LOS)
1) A qualitative assessment of a road's operating conditions. For local government comprehensive planning purposes, level of service means an indicator of the extent or degree of service provided by, or proposed to be provided by, a facility based on and related to the operational characteristics of the facility. Level of service indicates the capacity per unit of demand for each public facility. 2) This term refers to a standard measurement used by transportation officials which reflects the relative ease of traffic flow on a scale of A to F, with free-flow being rated LOS-A and congested conditions rated as LOS-F.

Long Range Transit Plan (LRTP)
A document resulting from regional or statewide collaboration and consensus on a region or state's transportation system, and serving as the defining vision for the region's or state's transportation systems and services. In metropolitan areas, the plan indicates all of the transportation improvements scheduled for funding over the next 20 years.

M

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.

Metropolitan Planning Organization (MPO)
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.

Mobile Sources
Motorized vehicles, including cars, trucks, buses and other modes of transportation.

Moving Ahead for Progress in the 21st Century (MAP-21)
MAP-21, the Moving Ahead for Progress in the 21st Century Act (P.L. 112-141), was signed into law by President Obama on July 6, 2012. Funding surface transportation programs at over $105 billion for fiscal years (FY) 2013 and 2014, MAP-21 is the first long-term highway authorization enacted since 2005.

Multimodal
The availability of transportation options using different modes within a system or corridor.

N

National Ambient Air Quality Standards (NAAQS)
Federal standards that set allowable concentrations and exposure limits for various pollutants.

National Environmental Protection Act (NEPA)
Established a national environmental policy requiring that any project using federal funding or requiring federal approval, including transportation projects, examine the effects of proposed and alternative choices on the environment before a federal decision is made.

Nitrogen Oxides (NO_X)
A precursor of ozone in addition to hydrocarbons. Recent EPA policy has begun to emphasize control of NO_X.

Notice of Availability
A Notice of Availability (NOA) is a formal notice, published in the Federal Register, that announces the issuance and public availability of a draft or final EIS.

Notice of Preparation
A Notice of Preparation is a document stating that an EIR will be prepared for a particular project. It is the first step in the EIR process.

O

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.

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 (O_3)

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.

P

Paratransit
1) Comparable transportation service required by the American Disabilities Act (ADA) for individuals with disabilities who are unable to use fixed route transportation systems. (49CFR37) (APTA1) 2) A variety of smaller, often flexibly scheduled-and-routed transportation services using low-capacity vehicles, such as vans, to operate within normal urban transit corridors or rural areas. These services usually serve the needs of persons that standard mass-transit services would serve with difficulty, or not at all. Often, the patrons include the elderly and persons with disabilities.

Particulate Matter (PM)
Solid or liquid particles that measure less than 10 (or 2.5) microns. A micron is one millionth of a meter. PM_{10} is one of three pollutants linked to motor vehicle emissions that are regulated by the Clean Air Act.

Plans, Specifications and Estimates (PS&E)
Final project documents and cost estimates prepared for construction contracts.

Precursors
The essential ingredients that form a secondary pollutant, e.g., nitrogen oxides and hydrocarbons are precursors in the formation of ozone.

Programming
Process of selecting and scheduling high-priority capital outlay projects for development and implementation.

Project Approval & Environment Document (PA& ED)
The beginning phase of a project which includes feasibility studies and environmental studies, concluding with the selection and approval of a project alternative and final environmental document.

Project Study Report
Project Study Reports are engineering reports whose purpose is to document agreement on the scope, schedule, and estimated cost of a project so that the project can be considered for inclusion in a future programming document such as the STIP.

Q

(No Records)

R

Reactive Organic Gases (ROG)
Volatile organic compounds, excluding methane, found in the atmosphere which is capable of producing radicals upon reaction with common atmospheric oxides and radicals; these compounds are often responsible for positive feedback cycles involving the production of ozone.

Right of Way (ROW)
Purchase of property for transportation purposes.

Regional Transportation Improvement Program (RTIP)
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.

Regional Transportation Plan (RTP)
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.

S

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)
A vehicle with just one occupant. The reduction of SOVs is a major goal of many transportation.

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 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 Implementation Plan (SIP)
A plan containing the strategies to achieve attainment of NAAQS, and maintain air quality levels once attainment is achieved.

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.

Stationary Sources
Relatively large, fixed sources of emissions, such as factories or power stations.

Subventions
Financial assistance to local governments (i.e., local assistance, guideway funds).

T

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.

Traffic Analysis Zone (TAZ)
The smallest geographically designated area for analysis of transportation activity. A zone can be from one to ten square miles in area. Average zone size depends on the total size of study area.

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).

Transportation Equity Act for the 21st Century (TEA-21)
The Transportation Equity Act for the 21st Century was enacted June 9, 1998 as Public Law 105-178. TEA-21 authorized the Federal surface transportation programs for highways, highway safety, and transit for the 6-year period 1998-2003.

Transportation System Management (TSM)
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, control measures(TCMs).

U

(No Records)

V

Vehicle Miles Traveled (VMT)
The sum of distances traveled by all motor vehicles in a specified region.

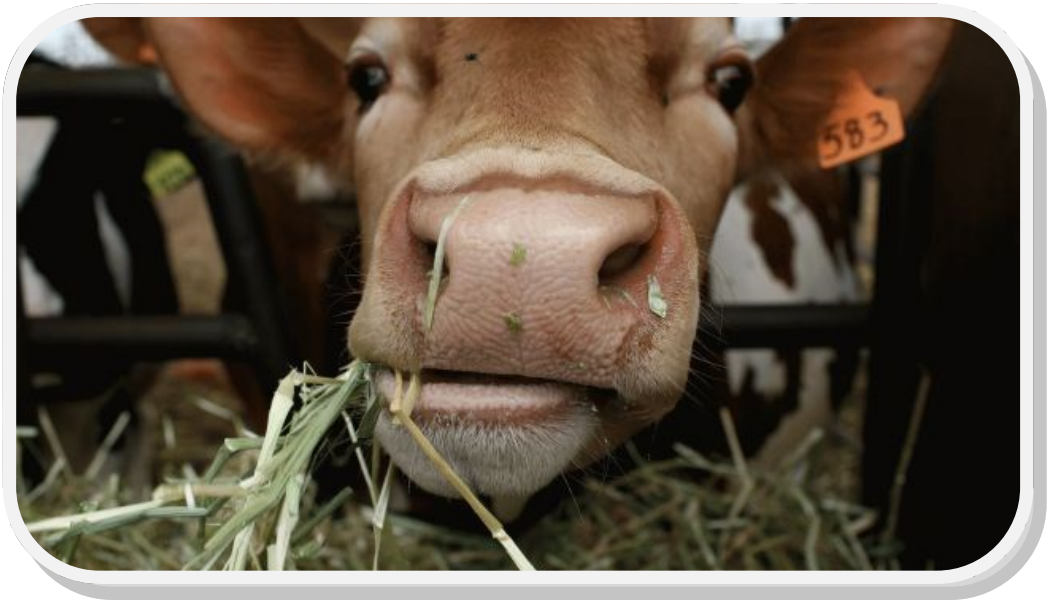
Volatile Organic Compounds (VOC)
Another name for hydrocarbons, a precursor of ozone.

W – Z

(No Records)

Comments

To be included with final RTP



Tulare County Association of Governments

Regional Road System

TCAG 2014 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.

2014 Draft

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.

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d) All new projects (starting with the 2008 RTIP) must be on the State Highway Network.

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.

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Tulare County Association of Governments

Environemental Impact Report

(Under Separate Cover)

TCAG 2014 Regional Transportation Plan

Tulare County Association of Governments

Air Quality Conformity Analysis

(Under Separate Cover)

TCAG 2014 Regional Transportation Plan

Model Documentation

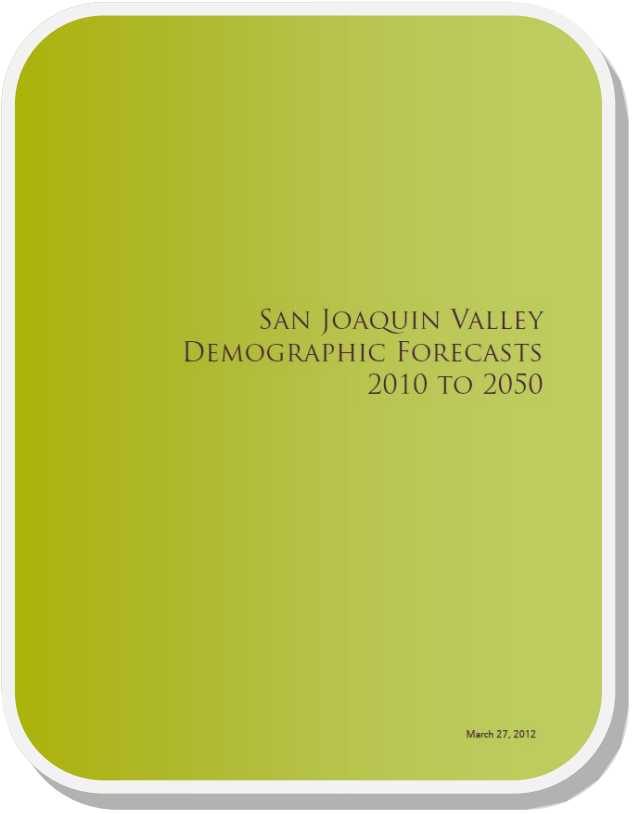
(Under Separate Cover)

TCAG 2014 Regional Transportation Plan

Tulare County Association of Governments

Demographic Forecast

(Under Separate Cover)



TCAG 2014 Regional Transportation Plan

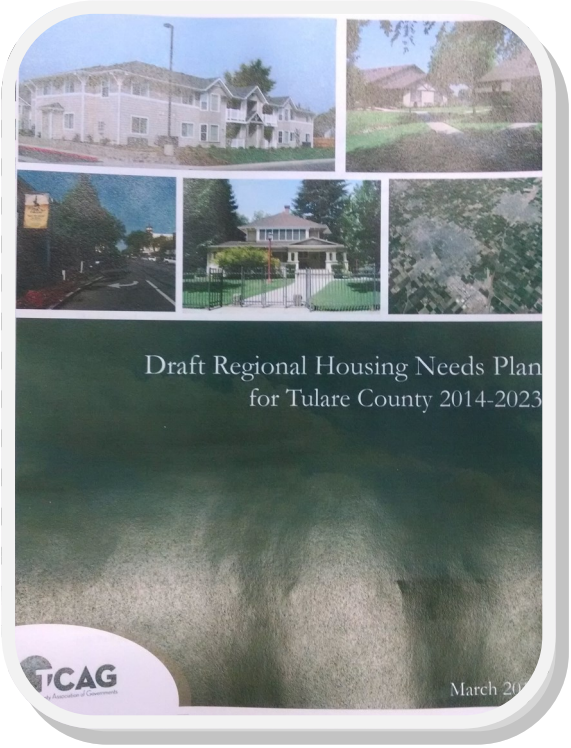
Coordinated Plan

(Under Separate Cover)

TCAG 2014 Regional Transportation Plan

Regional Housing Needs Allocation

(Under Separate Cover)



TCAG 2014 Regional Transportation Plan

Tulare County Association of Governments

Public Participation Plan

TCAG 2014 Regional Transportation 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 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

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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.

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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.

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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.

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- Attend meetings and give presentations to other public agencies, organizations and other groups regarding transportation processes and issues.

Participation Plan Updates

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.

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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.

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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

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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.

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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.

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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.

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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

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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.

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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.

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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.

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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.

2014 Draft

Tulare County Association of Governments

SCS Public Participation Plan

Sustainable Communities Strategy (SCS)

Public Participation Plan
for the

Tulare County Region

Prepared by:

TCAG 2014 Regional Transportation Plan

SUSTAINABLE COMMUNITIES STRATEGY
PUBLIC PARTICIPATION PLAN

I. Introduction to Senate Bill 375

SB 375 (Steinberg), the Sustainable Communities and Climate Protection Act of 2008, is a California state law that became effective January 1, 2009. This bill looks to reduce emissions from automobiles and light-duty trucks in the state of California. One of the implementing arms of the 2006 Global Warming Solutions Act (AB 32), implementation of the bill is expected to reduce greenhouse gas emissions by 5 million metric tons statewide.

This new law requires California's Air Resources Board (ARB) to develop regional reduction targets for greenhouse gas emissions (GHG) for the years 2020 and 2035. California's 18 Metropolitan Planning Organizations (MPOs) have been tasked with creating Sustainable Communities Strategies (SCSs) and Alternative Planning Strategies (APS), if applicable. The goal of the SCS is to design a comprehensive regional plan that will reduce emissions from vehicle operation within each MPO region. The MPOs are required to develop an SCS through integrated land use, housing, and transportation planning and demonstrate an ability to attain the targets set by ARB in 2020 and 2035. If those targets are unable to be met via an SCS, an APS may be prepared.

II. Role of the Tulare County Association of Governments (TCAG)

TCAG is the designated MPO for the Tulare County region. Each MPO is required to develop a public participation plan for the Sustainable Communities Strategy and Alternative Planning Strategy, if applicable. Elements of the plan will include: outreach efforts to encourage the active participation of a broad range stakeholder groups in the planning process, consultation with various transportation agencies, public workshops throughout the region, preparation and circulation of a draft SCS (and APS, if applicable), a minimum of three public hearings on the draft SCS and a process for members of the public to request to receive notices. This document complies with the public participation plan preparation requirements of SB 375.

III. SCS Public Participation Plan and Related Outreach

The Sustainable Communities Strategy is one component of the Regional Transportation Plan (RTP) for the Tulare County Region. Outreach in addition to those items outlined here will be undertaken throughout the region for purposes of RTP development. TCAG also has an adopted comprehensive Public Participation Plan (2009) which can be found on the agency's website at www.tularecog.org. The 2009 Public Participation Plan was created to comply with SAFETEA-LU, the transportation authorization bill that was in place until replaced by MAP-21 in 2012. This document does not replace or supersede any elements in the 2009 comprehensive Public Participation Plan, but should be seen as complementary.

IV. Sustainable Communities Strategy Public Participation Plan

A. Notifications

TCAG will provide the public with the opportunity to request to receive notices and information regarding Tulare County's SCS in the following ways:

i. Members of the public will be able to use the "Notify Me" feature on TCAG's website after December 1, 2012. This feature allows members of the public to provide an email address and other information for use in a database that TCAG will utilize to send out notices as needed.

ii. TCAG may be contacted by phone or at the physical office location listed below:

Tulare County Association of Governments

210 N. Church Street, Suite B

Visalia, CA 93291

Phone: (559) 623-0450

iii. Requests for information can be directed to any member of TCAG staff, but should primarily be directed to:

Ted Smalley, Executive Director at TSmalley@tularecog.org

Roberto Brady, SCS Project Manager RBrady@tularecog.org

B. Stakeholder Outreach

TCAG will undertake significant outreach efforts to encourage active participation from a number of stakeholder groups, including but not limited to: affordable housing advocates, transportation advocates, neighborhood and community groups, environmental advocates, home builder representatives, broad-bases business organizations, landowners, commercial property interests and homeowner associations. TCAG will also seek out input from the local federally recognized Native American tribe.

i. TCAG will create, appoint, and facilitate an RTP Roundtable. The Roundtable will provide input on a number of issues related to the 2014 RTP; however, the primary focus of the Roundtable will be the development of the SCS.

ii. TCAG will provide information to various civic clubs, organization, community action groups and any other interested parties with which TCAG or it's consultant have contact. TCAG staff will be available for presentations, meetings, etc. with groups in the community that request such information.

C. Public Agency Consultation

TCAG will consult with transportation agencies and other public agencies. A position on the RTP Roundtable will be reserved for Caltrans District staff.

D. Public Hearings and Workshops

TCAG will conduct public workshops and public hearings throughout the Tulare County region. In addition to the elements specifically outlined below, TCAG will comply with all regulations regarding presentations and approvals to and by elected bodies and the governing board of

2014

TCAG. More outreach than described below is expected to be undertaken by TCAG staff; however, at a minimum TCAG will:

i. Prior to release of a draft SCS, conduct a workshop within the Tulare County region to provide the public with the information and tools necessary to provide a clear understanding of the issues and policy choices.

ii. Hold two public hearings on the draft SCS (and APS, if applicable).

E. Informational Meetings with Local Elected Bodies

TCAG will conduct a minimum of one informational meeting to present a draft of the SCS (and APS, if applicable) to Tulare County and it's incorporated cities. The meeting must be attended by representatives of the County Board of Supervisors and city council members representing a majority of the cities representing a majority of the incorporated population within the county. Notice of the meeting will be provided to each agency's clerk.

F. Circulation of Draft and Adoption

TCAG will prepare and circulate the draft SCS (and APS, if applicable) a minimum of 55 days prior to the adoption of the final Regional Transportation Plan.

2014 Draft

Tulare County Association of Governments

Public Outreach

TCAG 2014 Regional Transportation Plan

PUBLIC OUTREACH

Outreach Meetings

The following is a list of the primary outreach meetings that occurred (and are scheduled) during the RTP update process. As a general rule, TCAG 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.

Date	Event
1/16/13	RTP/SCS Roundtable
1/17/13	Technical Adv. Committee
1/22/13	TCAG Board
2/10/13	Citizens Oversight Comm.
2/12/13	Technical Adv. Committee
2/19/13	TCAG Board
2/20/13	RTP/SCS Roundtable
3/14/13	Technical Adv. Committee
3/18/13	TCAG Board
3/20/13	RTP/SCS Roundtable
3/28/13	Calvans TAC
4/11/13	Technical Adv. Committee
4/15/13	TCAG Board
4/17/13	RTP/SCS Roundtable
5/9/13	Rail Committee
5/9/13	Calvans Board
5/12/13	Citizens Oversight Comm.
5/15/13	RTP/SCS Roundtable
5/16/13	Technical Adv. Committee
5/20/13	TCAG Board
5/23/13	Bicycle Advisory Committee
5/28/13	SS Technical Adv. Comm.
6/12/13	Transit Forum
6/13/13	Calvans Board
6/13/13	Technical Adv. Committee
6/17/13	TCAG Board
6/19/13	Bicycle Advisory Committee
7/17/13	RTP/SCS Roundtable
7/18/13	Technical Adv. Committee
7/22/13	TCAG Board
7/25/13	Bicycle Advisory Committee
8/11/13	Citizens Oversight Comm.
8/21/13	RHNA Methodology Comm.
8/22/13	Calvans Board
9/4/13	RTP/SCS Roundtable

Date	Event
9/11/13	Tulare County Fair
9/12/13	Tulare County Fair
9/12/13	Technical Adv. Committee
9/12/13	Calvans Board
9/13/13	Tulare County Fair
9/14/13	Tulare County Fair
9/16/13	TCAG Board
9/18/13	RTP/SCS Roundtable
9/24/13	RTP Workshop Strathmore
9/25/13	RTP Workshop Orosi
9/26/13	RTP Workshop Pixley
9/26/13	Calvans Board
10/1/13	RTP Workshop Visalia
10/2/13	RTP Workshop Dinuba
10/3/13	RTP Workshop Porterville
10/10/13	Calvans Board
10/16/13	RTP/SCS Roundtable
10/17/13	Technical Adv. Committee
10/17/13	RHNA Methodology Committee
10/21/13	TCAG Board
10/23/13	Bicycle Advisory Committee
11/4/13	RTP Workshop Three Rivers
11/10/13	Citizens Oversight Committee
11/14/13	RHNA Methodology Committee
11/20/13	County Ag Advisory Committee
11/20/13	RTP/SCS Roundtable
11/21/13	Technical Adv. Committee
11/25/13	TCAG Board
12/5/13	Technical Adv. Committee
12/9/13	TCAG Board
12/11/13	Bicycle Advisory Committee
12/11/13	County Planning Commission
1/9/14	Calvans Board
1/16/14	Transit Forum
1/16/14	Technical Adv. Committee

Date	Event
1/28/14	SS Technical Adv. Comm.
2/9/14	Citizens Oversight Comm.
2/13/14	Technical Adv. Committee
2/17/14	TCAG Board
2/27/14	Calvans Board
3/13/14	*Begin Public Comment Period*
3/13/14	Calvans Board
3/13/14	Mitigation Banking Comm.
3/13/14	Technical Adv. Committee
3/13/14	City Manager's Meeting
3/17/14	TCAG Board
3/27/14	Calvans Board
4/7/14	Visalia City Council
4/8/14	Lindsay City Council
4/8/14	RTP/SCS Roundtable
4/14/14	Woodlake City Council
4/14/14	Farmersville City Council
4/15/14	Porterville City Council
4/15/14	Tulare City Council
4/17/14	Technical Adv. Committee
4/21/14	Public Hearing Farmersville
4/21/14	TCAG Board
4/22/14	RTP/SCS Roundtable
4/22/14	Exeter City Council
4/22/14	Board of Supervisors
5/5/14	Public Hearing Porterville
(Pending)	Dinuba City Council
(Pending)	Tulare River Tribal Council
5/14/14	*Close Comment Period*
5/21/14	RTP/SCS Roundtable
6/26/14	Technical Adv. Committee
6/30/14	TCAG Board

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 RTP/SCS Roundtable has been consulted during the RTP development process. The Roundtable is composed of representatives from the eight incorporated cities in Tulare County, Tulare County Resource Management Agency, Tulare County Local Agency Formation

Commission, Public Transportation, Agriculture, Environmental Advocacy, Bicycle and Pedestrian Advocacy, Healthcare, Goods Movement, Disabled Access, the San Joaquin Valley Air District, Caltrans, Tribal Governments, Building and Development Industry, Environmental Justice Community, Affordable Housing Advocacy, Economic Development, and two at large members.

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. The Tribe was represented on the Roundtable and on TCAG's Technical Advisory Committee (TAC). They also received special notice of important meetings.

The Notice of Preparation (NOP) for the 2014 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, Genesee and Wyoming, 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 regular email blasts both of which 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 March 20, 2014. Public comment on the FTIP and Conformity ended April 21, 2014 and on May 14, 2014 for the RTP/SCS. Notice was posted in four major newspapers in Tulare County: the Visalia Times-Delta, Tulare Advance Register, Dinuba Sentinel and Porterville Recorder. A press release was also circulated to all other known media contacts in Tulare County. All documents were posted on TCAG's website: http://www.tularecog.org. All public noticing and outreach was conducted in compliance with federal and state regulations and TCAG's adopted Public Participation Plan.

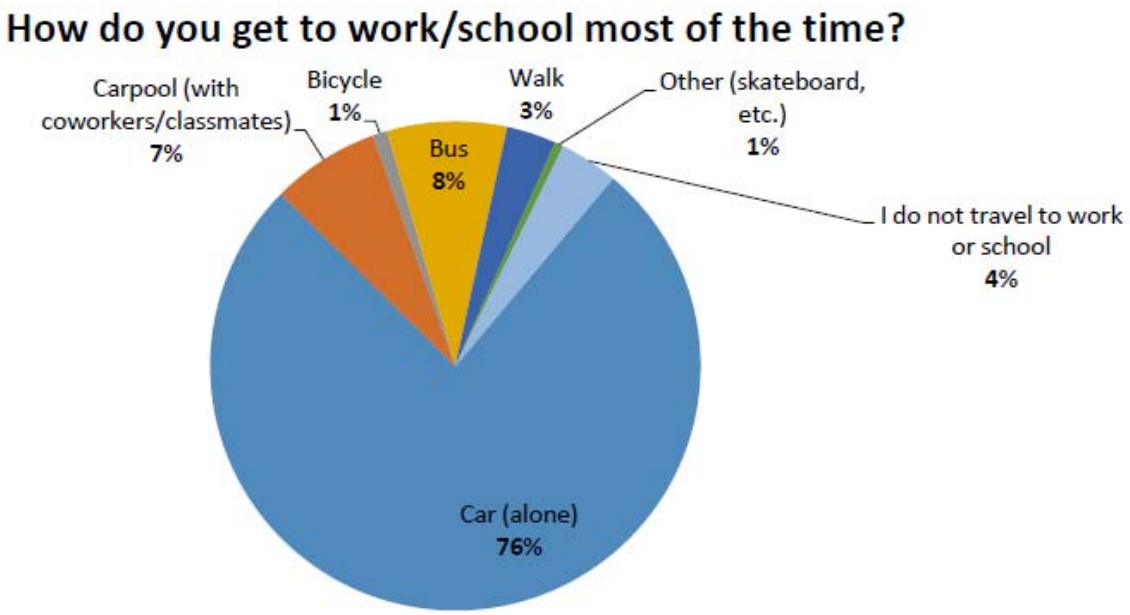
Transportation Survey Results

TCAG has a booth every year at the Tulare County Fair. The RTP update was the point of emphasis for the 2013 Fair. The survey was also distributed in hard copy and by email to numerous locations and residents throughout the county in English and in Spanish. 524 residents completed the survey (attached). A summary of the results of the survey are listed below (total survey results are also attached).

1) How do you get to work/school most of the time?

76% of respondents answered they traveled by car (alone) to get to school or work. Results showed that 8% ride the bus, and 7% carpool.

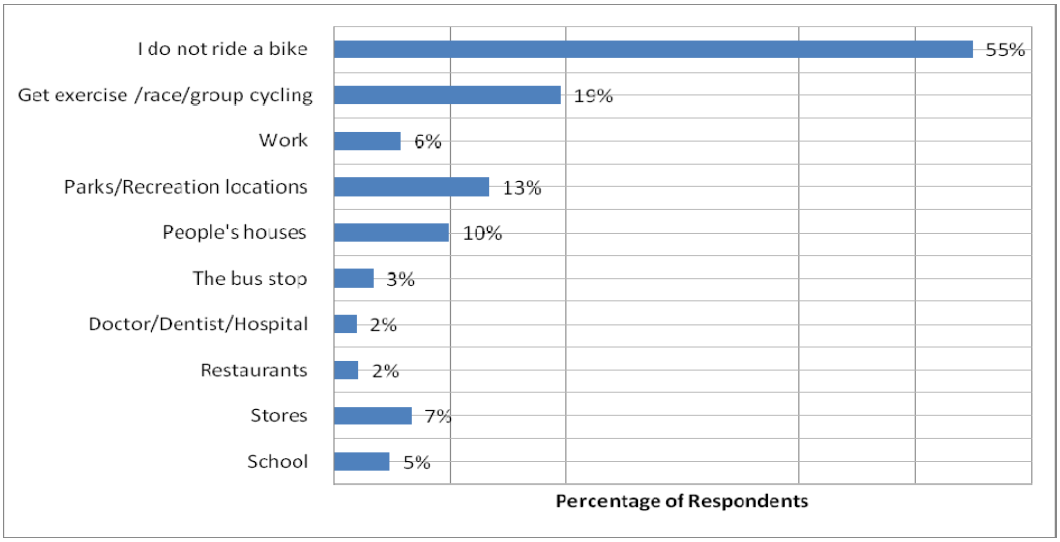
Figure 1



2) I ride my bicycle to…?

This question was intended to gather information regarding bicycle use in the Tulare County. 45% of survey respondents ride a bicycle in the county, for various purposes. 19% ride their bicycle for exercise or group racing. About 6% of respondents ride their bicycles to work, school, and shopping destinations (6% per destination, not cumulative).

Figure 2: I ride my bicycle to…?



3) What would make you want to ride your bike more?

In this question respondents were able to choose up to three answers. Our top three selections were "friends and family to ride with" a total of 157 votes, "more bike paths (separate from cars, typically along old rail lines or rivers)" with a total of 147 votes, and lastly "more bike lanes (a separate lane on the road, next to cars)" with a total of 139 votes.

4) How often do you ride the bus?

28% of respondents ride the bus. 8% ride the bus daily or almost daily, and 13% ride it once or twice a month.

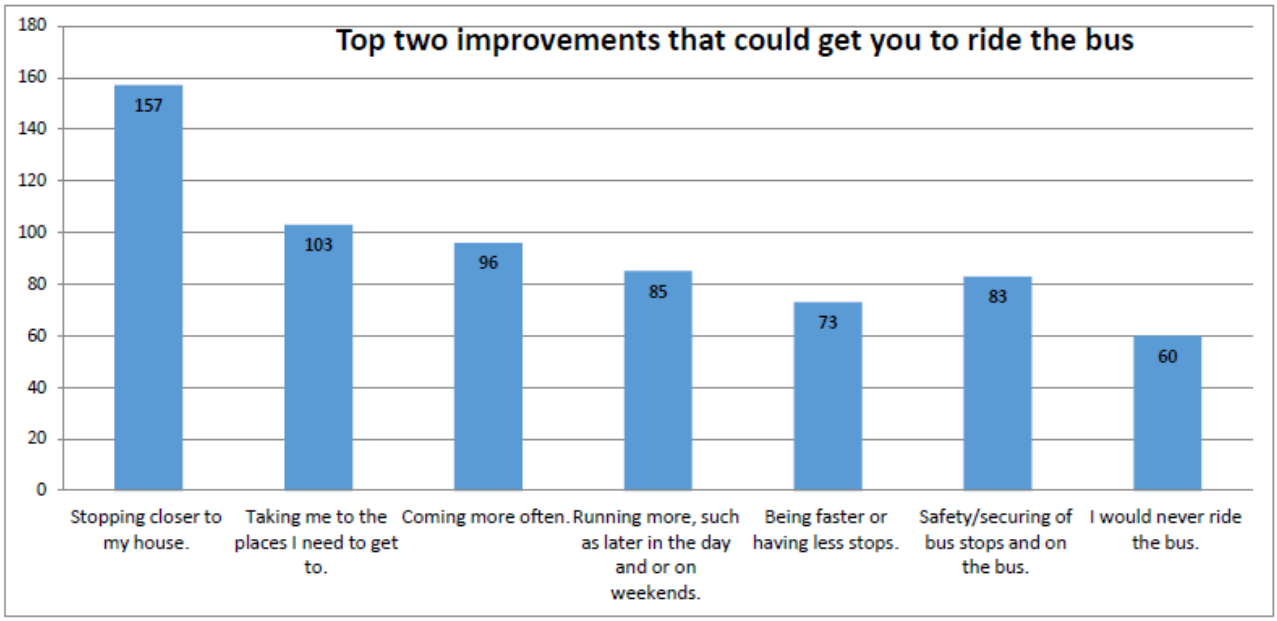
Figure 3: How often do you ride the bus?

Options	Percent of Respondents
Never	72%
Once or twice a month	13%
Daily or almost daily	8%
Once or twice week	4%
No Response	3%

5) If you don't ride the bus, what are the top two improvements that could get you to ride it? If you do ride the bus, what could be improved?

Respondents were allowed to choose up to two answers to indicate what improvements would encourage them to ride the bus. The top improvement was "stopping closer to my house" with 157 votes. Several answers were close together as the second place response, at about 17% each. They included: taking me to the places I need to get to, coming more often, running more, such as later in the day and/or on weekends, and safety and security of stops and on the bus.

Figure 4



6.) Which is your preferred way of receiving information?

48% of respondents prefer receiving information by email. Second most common vote was paper mail with 19%.

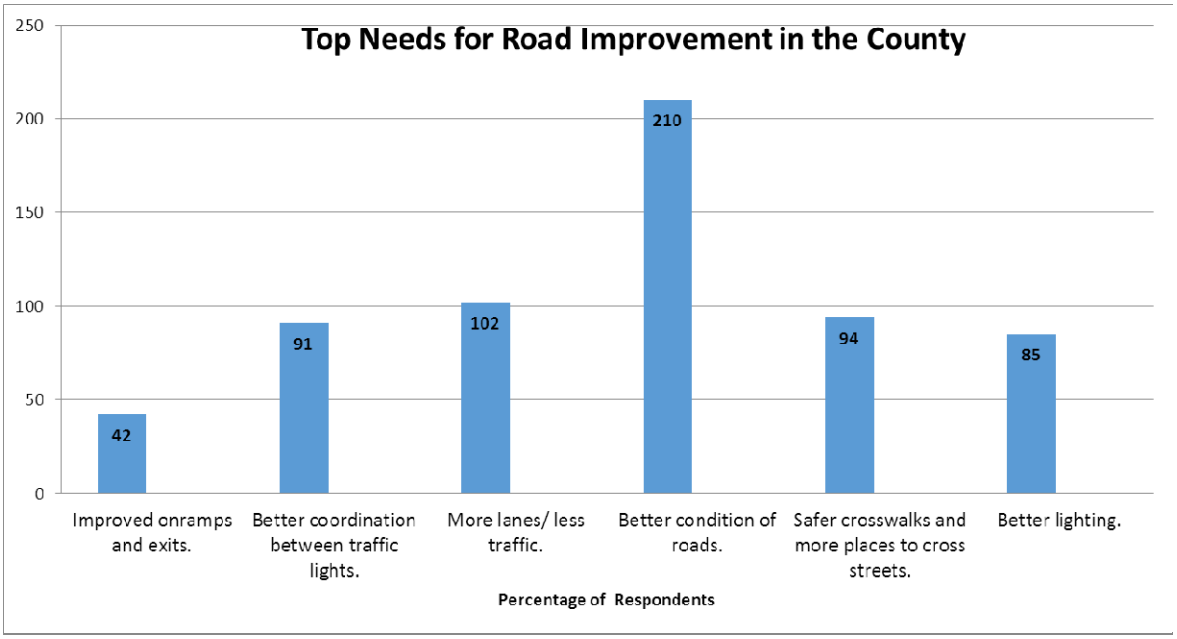
7.) What services could your employer provide to make it easier for you to carpool, ride the bus, or bicycle to work?

The respondents were asked to choose up to two options. Our top two selected were "flexible hours (for example, adjusting your start time)" and "subsidize (pay for or help pay for) your bus pass or vanpool."

8. Which do you see as the top needs for road improvements in the County?

The top two requested road improvements by respondents were "better conditions of roads (re-paving)" with 210 votes. "More lanes/less traffic," "safer crosswalks and more places to cross the street," "better coordination between traffic lights," and "better lighting" were all in a very similar range of responses.

Figure 5



9-11.) Demographics

Among the age groups, ages 41-64 had the highest response. The other leading age group was 26-40. 12% did not respond to the question.

Figure 6

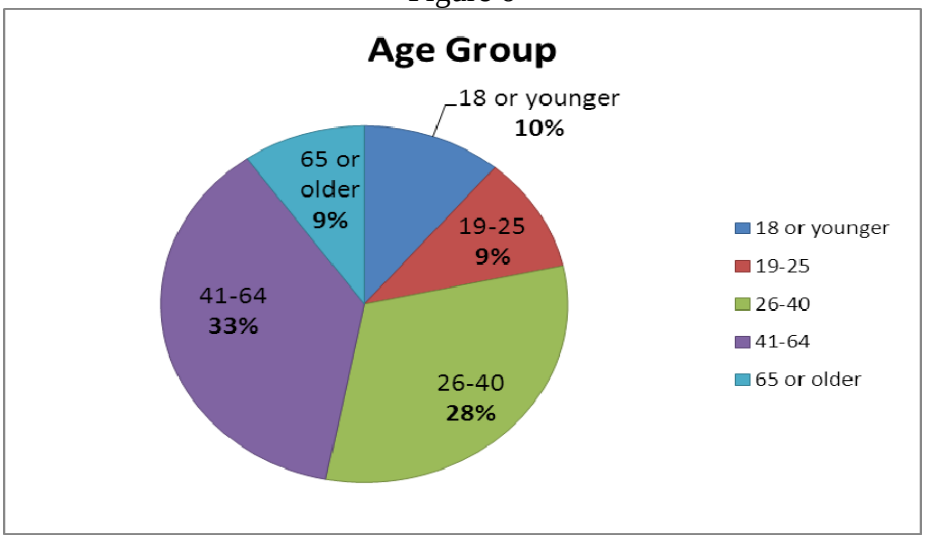


Figure 7 illustrates the type of housing unit the participants reside in. 14% of respondents live in attached housing of various types, such as apartment buildings and townhouses. 19% reported to

live in a home in the country. More than 50% reported living in a single home in a residential only neighborhood. 14% of respondents did not respond to the question.

Figure 7

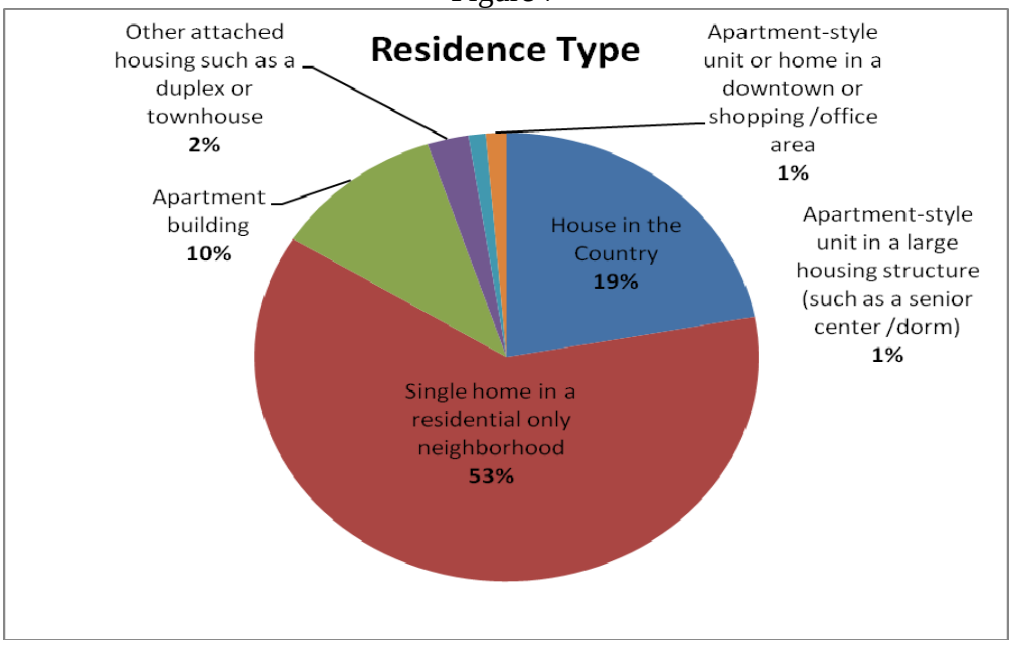
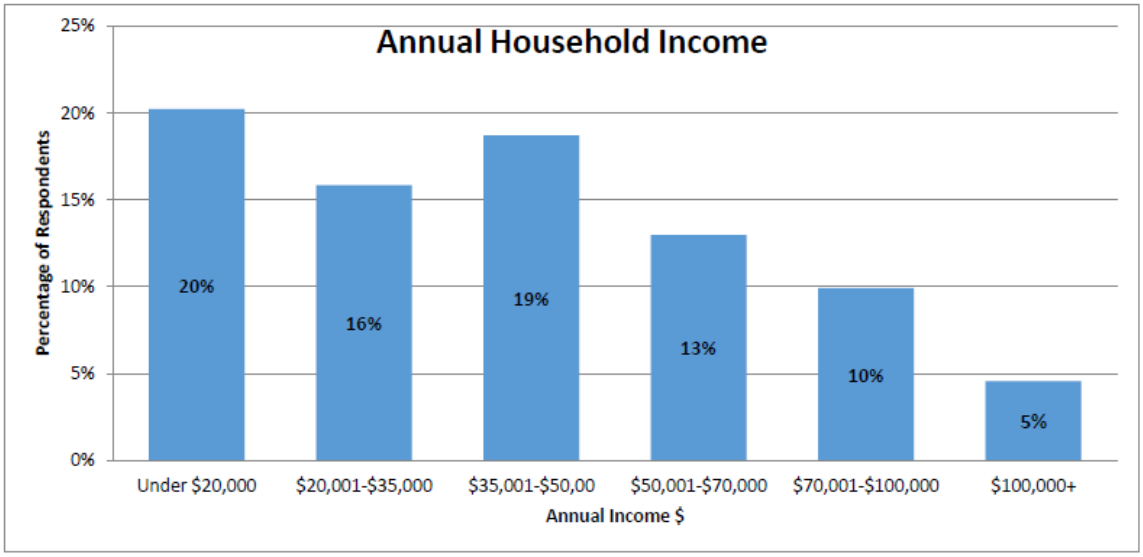


Figure 8 illustrates the reported annual household income of respondents. The two leading responses with 20% and 19% were under $20,000 and $35,000-$50,000, respectively. 18% of respondents chose not to answer this question.

Figure 8



Tulare County Association of Governments

RTP Checklist

TCAG 2014 Regional Transportation Plan

Regional Transportation Plan Checklist

(Revised February 2010)

(To be completed electronically in Microsoft Word format by the MPO/RTPA and submitted along with the draft RTP to Caltrans)

Name of MPO/RTPA: Tulare County Association of Governments (TCAG)

Date Draft RTP Completed: March 20, 2014

RTP Adoption Date: June 30, 2014

What is the Certification Date of the Environmental Document (ED)? June 30, 2014

Is the ED located in the RTP or is it a separate document? Separate Document (Appendix C)

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	Yes/No	Page #
1. Does the RTP address no less than a 20-year planning horizon? (23 CFR 450.322(a))	Yes	1-1
2. Does the RTP include both long-range and short-range strategies/actions? (23 CFR part 450.322(b))	Yes	Chapters 3,4 Figures 3-11, 3-12, Tables 4-4 – 4-7; 4-10 – 4-12
3. Does the RTP address issues specified in the policy, action and financial elements identified in California Government Code Section 65080?	Yes	Chapters 2,3,4
4. Does the RTP address the 10 issues specified in the Sustainable Communities Strategy (SCS) component as identified in Government Code Sections 65080(b)(2)(B) and 65584.04(i)(1)? **(MPOs only)**	Yes	Chapter SCS

a. Identify the general location of uses, residential densities, and building intensities within the region? **(MPOs only)**	Yes	SCS-4 – SCS-9; EIR (Appendix C)
b. Identify areas within the region sufficient to house all the population of the region, including all economic segments of the population over the course of the planning period of the regional transportation plan taking into account net migration into the region, population growth, household formation and employment growth? **(MPOs only)**	Yes	SCS-4 – SCS-9
	Yes/No	Page #
c. Identify areas within the region sufficient to house an eight-year projection of the regional housing need for the region pursuant to Government Code Section 65584? **(MPOs only)**	Yes	SCS-6
d. Identify a transportation network to service the transportation needs of the region? **(MPOs only)**	Yes	SCS-7 – SCS-8
e. Gather and consider the best practically available scientific information regarding resource areas and farmland in the region as defined in subdivisions (a) and (b) of Government Code Section 65080.01? **(MPOs only)**	Yes	SCS-8 - SCS-9; EIR (Appendix C)
f. Consider the state housing goals specified in Sections 65580 and 65581? **(MPOs only)**	Yes	SCS-4 – SCS-7
g. Utilize the most recent planning assumptions, considering local general plans and other factors? **(MPOs only)**	Yes	SCS-2
h. Set forth a forecasted development pattern for the region, which, when integrated with the transportation network, and other transportation measures and policies, will reduce the greenhouse gas emissions from automobiles and light trucks to achieve, if there is a feasible way to do so, the greenhouse gas emission reduction targets approved by the ARB? **(MPOs only)**	Yes	SCS-9 – SCS-11
i. Provide consistency between the development pattern and allocation of housing units within the region (Government Code 65584.04(i)(1)? **(MPOs only)**	Yes	SCS-2 – SCS-7
j. Allow the regional transportation plan to comply with Section 176 of the federal Clean Air Act (42 U.S.C. Section 7506)? **(MPOs only)**	Yes	SCS-9 – SCS-11
5. Does the RTP include Project Intent i.e. Plan Level Purpose and Need Statements?	Yes	Tables 3-11, 3-12
6. Does the RTP specify how travel demand modeling methodology, results and key assumptions were developed as part of the RTP process? (Government Code 14522.2)	Yes	3-6 – 3-22

(MPOs only)

Consultation/Cooperation

1.	Does the RTP contain a public involvement program that meets the requirements of Title 23, CFR part 450.316(a)?	Yes	Appendices I & K
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))	Yes/No	Page #
		Yes	K-2 – K-3
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?		
		Yes	K-2 – K-3
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))		
		Yes	K-2 – K-3
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))		
		Yes	EIR (Appendix C)
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))		
		Yes	K-2 – K-3
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))		
		Yes	K-2 – K-3
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 (a))		
		Yes	K-2 – K-3
9.	Does the RTP contain a discussion describing the coordination efforts with regional air quality planning authorities? (23 CFR 450.316(a)(2)) **(MPO nonattainment and maintenance areas only)**		
		Yes	3-45 – 3-49
10.	Is the RTP coordinated and consistent with the Public Transit-Human Services		

	Transportation Plan?		
		Yes	2-6, 3-40, 3-61
11.	Were the draft and adopted RTP posted on the Internet? (23 CFR part 450.322(j))		
		Yes	Appendix I, J, K, 1-5
12.	Did the RTP explain how consultation occurred with locally elected officials? (Government Code 65080(D)) **(MPOs only)**		
		Yes	K-2 – K-3
13.	Did the RTP outline the public participation process for the sustainable communities strategy? (Government Code 65080(E) **(MPOs only)**		
		Yes	Appendix S

Modal Discussion

1.	Does the RTP discuss intermodal and connectivity issues?		
		Yes	2-1 – 2-9, 3-55 – 3-101, 4-33-34
2.	Does the RTP include a discussion of highways?	Yes/No	Page #
		Yes	2-1 - 2-11, 3-1, 3-54, 3-101, 4-32 5-7, 6-16, 6-29
3.	Does the RTP include a discussion of mass transportation?	Yes	2-6, 3-55, 4-34
4.	Does the RTP include a discussion of the regional airport system?	Yes	3-95
5.	Does the RTP include a discussion of regional pedestrian needs?	Yes	2-9, 3-90
6.	Does the RTP include a discussion of regional bicycle needs?	Yes	2-9, 3-88, 4-34, Appendix R
7.	Does the RTP address the California Coastal Trail? (Government Code 65080.1) **(For MPOs and RTPAs located along the coast only)**		
		N/A	N/A
8.	Does the RTP include a discussion of rail transportation?	Yes	2-8, 3-90, 4-34, 5-11, 6-27
9.	Does the RTP include a discussion of maritime transportation (if appropriate)?		

		N/A	N/A
10.	Does the RTP include a discussion of goods movement?	Yes	5-1 to 5-16

Programming/Operations

1.	Is a congestion management process discussed in the RTP? (23 CFR part 450.450.320(b)) **(MPOs designated as TMAs only)**	Yes	3-36 – 3-37, 2-5
2.	Is the RTP consistent (to the maximum extent practicable) with the development of the regional ITS architecture?	Yes	2-13
3.	Does the RTP identify the objective criteria used for measuring the performance of the transportation system?	Yes	2-4, 3-32
4.	Does the RTP contain a list of un-constrained projects?	Yes	Table 3-15

Financial

1.	Does the RTP include a financial plan that meets the requirements identified in 23 CFR part 450.322(f)(10)?	Yes	4-1 to 4-39
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)	Yes	4-1
3.	Do the projected revenues in the RTP reflect Fiscal Constraint? (23 CFR part 450.322(f)(10)(ii))	Yes	4-1, 4-23 to 4-31
4.	Does the RTP contain a list of financially constrained projects? Any regionally significant projects should be identified. (Government Code 65080(4)(A))	Yes	Tables 3-13 & 3-14
		Yes/No	Page #
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))	Yes	Tables 3-13, 3-14, 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))	Yes	Table 3-19
7.	Does the RTP contain a statement regarding consistency between the projects in the RTP and the ITIP? (2006 STIP Guidelines section 33)	Yes	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)	Yes	4-1
9.	Does the RTP address the specific financial strategies required to ensure the identified TCMs from the SIP can be implemented? (23 CFR part 450.322(f)(10)(vi) (**nonattainment and maintenance MPOs only**)	N/A	N/A

Environmental

1.	Did the MPO/RTPA prepare an EIR or a program EIR for the RTP in accordance with CEQA guidelines?	Yes	Appendix C (EIR)
2.	Does the RTP contain a list of projects specifically identified as TCMs, if applicable?	N/A	N/A
3.	Does the RTP contain a discussion of SIP conformity, if applicable? **(MPOs only)**	Yes	M-D
4.	Does the RTP specify mitigation activities? (23 CFR part 450.322(f)(7))	Yes	EIR Chp 4 & MMRP
5.	Where does the EIR address mitigation activities?	Yes	EIR Chp 4 & MMRP
6.	Did the MPO/RTPA prepare a Negative Declaration or a Mitigated Negative Declaration for the RTP in accordance with CEQA guidelines?	No	N/A
7.	Does the RTP specify the TCMs to be implemented in the region? **(federal nonattainment and maintenance areas only)**	N/A	N/A

I have reviewed the above information and certify that it is correct and complete.

(Must be signed by MPO/RTPA
Executive Director
or designated representative)

Date

Print Name

Title

Expenditure Plan

FINAL 2006 ½ CENT TRANSPORTATION SALES TAX MEASURE EXPENDITURE PLAN (AMENDMENT NO. 3)

PREPARED BY:
TULARE COUNTY ASSOCIATION OF GOVERNMENTS
210 N. CHURCH STREET, SUITE B
VISALIA, CA 93291

ADOPTED BY:
TULARE COUNTY TRANSPORTATION AUTHORITY
JULY 24, 2006

AMENDED BY:
TULARE COUNTY TRANSPORTATION AUTHORITY
NOVEMBER 17, 2008 (AMENDMENT NO. 1)
JANUARY 25, 2010 (AMENDMENT NO. 2)
AUGUST 2013 (AMENDMENT NO. 3)

FINAL 2006 ½ CENT TRANSPORTATION SALES TAX MEASURE EXPENDITURE PLAN (AMENDMENT NO. 3)

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Introduction

A Tulare County 1/2 Cent Transportation Sales Tax Expenditure Plan was prepared to:

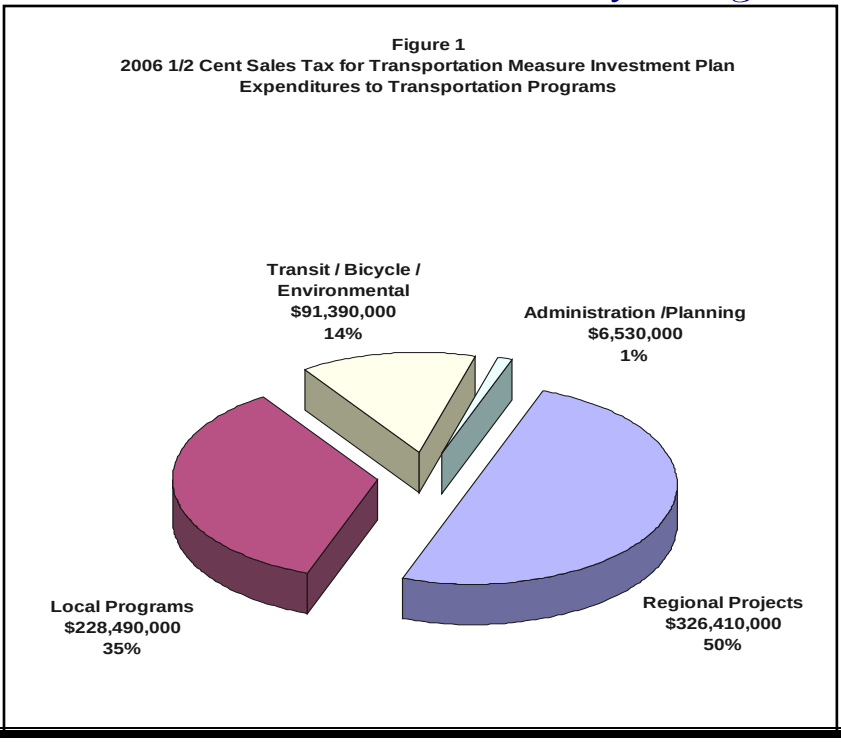
Guide more than $652 million in transportation fund expenditures generated through the approval of a Tulare County's half-cent transportation sales tax over the next 30 years, if approved by voters in the November 2006 election.

The Expenditure Plan, developed by the Tulare County Association of Governments (TCAG) and nine member agencies (Dinuba, Exeter, Farmersville, Lindsay, Porterville, Tulare, Visalia, Woodlake and the County of Tulare) representing diverse community interests, will address major regional transportation needs in Tulare County through the Year 2037 with the initiation of a ½ cent sales tax. TCAG considered established regional needs, projects identified by voters and input from all of the city/County member agencies. To ensure the Plan addressed transportation needs of all County residents, the Tulare County Association of Governments:

- Adhered to requirements contained in the Public Utilities Code 180000 et seq.;
- Reviewed other transportation sales tax measure programs recently passed in other counties (best practices review); and
- Reviewed established transportation needs in Tulare County.

Overview - Expenditure Plan: Where the money will go

Figure 1 provides an overview of the proposed Expenditure Plan that outlines where the funds will be spent and what categories of projects will be funded. The funding categories include Regional Projects, Local Projects, Transit/Bicycle/Environmental (Air Quality) and Administration and Planning. The formulas and breakdown of the expenditures were approved by the Tulare County Association of Governments. The proposed 30-year Transportation Measure is expected to generate a total of $652 million. Half of this amount is allocated for Regional Projects. The Regional projects are established from the adopted Regional



Transportation Plan (RTP) approved by all member agencies in Tulare County. The projects within the RTP were selected through a process that evaluated safety, performance measures and cost effectiveness. The Regional Transportation Plan is updated every two years with 25 years of transportation projects. Many of the projects provide benefits for multiple jurisdictions such as interchange improvements, regional widening projects and environmental mitigation measures.

Referencing Figure 1, the allocations consider the many diversified transportation needs of Tulare County and have the following components, as shown:

- 35% of the expected Transportation Measure funds are allocated to "Local Programs". Due to the diverse needs of the cities and the County, the Local Programs category was created. The Local Programs category allows each of the member agencies to develop a priority list of projects based on community needs. This allows each jurisdiction, flexibility to determine local needs. This category will allow funding for projects ranging from "pot-hole repair", road rehabilitation and freeway interchange improvements.
- 14% of the funds are directed to Transit, Bike/Pedestrian and Environmental (Air Quality) projects. The program contains important projects to link the regional bike systems, provide increased transit service and an investment in environmental mitigation.
- The remaining 1% of the total expected Transportation Measure funding is directed to program implementation activities.

Details regarding the implementation of each of the programs are provided in Appendix A and B.

Responding to Public Needs

Two-thirds (67%) voter approval is necessary to pass the Transportation Measure in November 2006. In order to ensure that Tulare County Association of Governments is on target with this Expenditure Plan, voters and community residents were initially surveyed to determine support for a new Transportation Measure. The Voters of Tulare County responded with strong support to impose a sales tax which would lead to transportation improvements in Tulare County.

Meeting the needs of Tulare County residents requires leveraging State and Federal expenditures with local resources. Even with passage of the Measure there will not be enough funding available to address the more than $1.5 billion in transportation needs. The Transportation Measure will generate slightly more than $652 million over the next 30 years to address a portion of this need. Therefore leveraging additional federal and state dollars, beyond what the region expects, is critical. Most State and Federal grants require a match. Agencies that pass transportation sales tax measures are referred to as "Self-Help" and can generate the revenues for a match. Similar measures through out the Valley and California have been very successful in this regard. Such measures have been viewed as the most important transportation programs ever approved by voters in those counties. Tulare County needs to become a "Self-Help" County.

The cities, the County of Tulare, and TCAG worked together to develop the Expenditure plan categories of funding, the list of regional projects, list of transit/bike/environmental projects and other key components. Regional Projects were first based on the adopted Transportation Plan approved by all agencies. A list of other regional projects was prepared that could be funded if additional revenues were received. All of the Cites and County worked together to develop the Regional Program distribution. In response to the public survey the cities and the County developed a list of bike, transit, and environmental projects.

Annual Audit of Transportation Measure Programs

The Transportation Measure expenditures and accounts of the local agencies and the Authority will bee audited on an annual basis by an independent audit firm retained by Tulare County Association of Governments. Appendix A provides additional detail regarding the Transportation Measure audit process.

Citizen Oversight

To inform the public and to ensure that the Transportation Measure revenues and expenditures are spent as promised to the public, a Citizens' Oversight Committee would be formed by TCAG as part of the new Transportation Measure. Details regarding the Committee are provided in Appendix C.

Anticipated Measure Revenues

If voters approve the Transportation Measure on November 7, 2006, they will allow TCAG to impose a ½ cent retail transaction and use tax for 30 years (between April 1, 2007 and March 31, 2037). The Transportation Measure Sales Tax will:

Provide $652.8 million in new revenues for transportation improvements according to financial projections through the year 2037.

This estimate considers current sales tax receipts (with no growth rate in sales tax proceeds) through March 2037. Since the project funding is shown in current dollars, the projected revenues are shown in current dollars. The allocation of projected sales tax revenues to specific types of transportation funding programs and improvement projects is described in the following sections of this Expenditure Plan. A Strategic/Work Plan detailing current transportation projects will be updated every two (2) years to adjust the projection of sales tax receipts, ensuring that the projections are consistent with future expenditures and promises made in this initial Expenditure Plan. TCAG will have the option of issuing bonds to deliver Transportation Measure projects and programs contained in this Expenditure Plan to reduce project costs by delivering them earlier.

Road Map for the Work Plan: What We Will Do

Through many weeks of intense discussion and hard work, the following Transportation Measure funding program commitments were developed by the Tulare County Association of Governments and member agencies. TCAG realized that providing funds for all modes of transportation would meet the quality of life intent of the new Transportation Measure. This would in turn enable agencies within Tulare County to address the needs of residents, businesses, and major industries over the 30-year life of the Transportation Measure. The Expenditure Plan will:

Provide funds for regional road improvements, public transit, rehabilitate existing roads and other transportation programs that improve mobility and air quality within the County and each of the cities.

Expenditure Plan programs are detailed in Tables 1 through 4. Implementing Guidelines for each the four (4) Expenditure programs described on the next page are contained in Appendix B.

1

REGIONAL PROJECTS (Regional Transportation Program) - $326.4 million or 50%.

Authorizes major new projects to:

Improve freeway interchanges
Add additional lanes
Increase safety
Improve and reconstruct major commute corridors

These projects provide for the movement of goods, services, and people through out Tulare County. Major highlights of this Program include the funding of Regional projects through out the County. There are two phases. Phase 1 contains projects planned to be funded in the first 15 years and phase 2 are projects expected to be funded in years 16 through 30. A map showing the regional Projects for Phase 1 may be found on Figure 2.

Funds can be used for all phases of project development and implementation. Projects in both Phase 1 and Phase 2 are expected to be completed within the life of the Transportation Measure. This funding program requires matching funds from the Sate Transportation Improvement Program (STIP) administered locally through TCAG. If funding is received beyond revenue projections in the first 15 years, projects from the Phase 2 list would be advanced.

2

LOCAL TRANSPORTATION PROGRAM - $228.4 million or 35%.

The goal is to improve each individual city's and the County's local transportation systems.

$35% or $7.6 million a year has been guaranteed for local determined projects. Each City and the County will receive funding based on a formula using population, maintained miles, and vehicles miles traveled. The funding will help cities and the County to meet scheduled maintenance needs and to rehabilitate their aging transportation systems.

Potential uses include:
Pothole repair
Repave streets
Bridge repair or replacement
Traffic signals
Add additional lanes to existing streets and roads
Improve sidewalks
Separate street traffic from rail traffic

The local agencies in Tulare County know what their needs are and how best to address those needs.
Funds can be used for all phases of project development and implementation. The County of Tulare would use the Local Transportation Program funds to create a "Farm to Market" program. Specific Local Transportation Program highlights and implementing guidelines are described in Appendix B.

3

TRANSIT/BIKES/ENVIRONMENTAL MITIGATION (AIR QUALITY) PROGRAM (Multi-Modal Transportation Program) - $91.3 million or 14%.

The goal of this program is to expand or enhance public transit programs that address the transit dependent population, improve mobility through the construction of bike lanes and have a demonstrated ability to get people out of their cars and improve air quality and environment. This funding program requires matching funds from the Congestion Mitigation and Air Quality (CMAQ) and Transportation Enhancement (TE) Programs administered locally through TCAG. To accomplish this important goal:

Funding is provided to transit agencies within the County to expand transit services. Funding would be provided for regional bike routes through out the County. Other uses include:

New routes to enhance existing transit service
Low emission buses
Night and weekend service
Bus shelters and other capital improvements
Safer access to public transit services
Regional bike routes
Environmental Mitigation
Preliminary Light Rail investment

Specific Transit Enhancement Program highlights and implementing guidelines are also described in Appendix B.

4

ADMINISTRATION AND PLANNING PROGRAM - $6.5 million or 1%.

Transportation Measure funding is provided to TCAG to:

Prepare Strategic/Work Plan updates
Develop funding allocation requirements
Administer and conduct specified activities identified in the other three (3) programs described above
Prepare Annual Transportation Measure Report and contract for an independent audit

Expenditure Plan Projects

This section identifies priority regional street and highway improvement projects to be implemented over the life of the Measure or by the year 2037. The projects would be funded with Measure, State Transportation Improvement Program (STIP), and and/or other transportation funding.

Phase 1 capacity increasing street and road projects to be addressed in this Program are included in Table 1 and graphically displayed in Figure 2. Phase 2 projects are included in Table 2. Phase 1 projects are projected for funding for the first 15 years of the Measure and Phase 2 projects are projected to be funded in years 16 through 30. These projects will be funded using:

- Measure funding (approximately *$324 million*).
- A portion of State Transportation Improvement Program (STIP) funding expected over the 30-year Measure or approximately *$587 million. (conservatively estimated based on recent state funding history)*
- Other sources including local contributions totaling $2.9 million.

These funding sources together result in slightly more than $903 million available for Phase 1 and Phase 2 Regional projects. Phase 2 projects are considered for advancement if additional funding is available and the projects are amended in to the current Regional Transportation Plan. During preparation of the biennial Strategic/Work Plan Updates, TCAG will develop a detailed improvement program that specifies the timing and delivery of projects or funding order considering project cost benefit, project readiness, and funding availability. A description of funding commitments and implementing guidelines for the Regional Program are provided in Appendix B.

Table 1
Summary of Regional Projects – Phase 1 (Years 1-15)

Project	Limits	Description	Total
SR-63	Packwood Creek to SR-198	Widen to 6 lanes	$19,000,000
Road 80	Avenue 304 to Avenue 340	Widen to 4 lanes	$16,000,000
	Avenue 340 to Avenue 380	Widen to 4 lanes	$22,500,000
	Avenue 380 to Avenue 416	Widen to 4 lanes	$21,600,000
Road 108	phase 1/Tulare limits	Widen to 4 lanes	$4,000,000
	phase 2/Visalia limits	Widen to 4 lanes	$4,000,000
	phase3/County limits	Widen to 4 lanes	$14,000,000
Plaza Drive	SR-198 to Ave 304	Widen to 4/6 lanes	$14,000,000
Avenue 416	Road 56 signal	Signal	$1,300,000
	Euclid to Snyder	Widen to 4 lanes	$9,000,000
	Road 64 to Road 72	Widen to 4 lanes	$11,400,000
	Road 32 to Road 64	Widen to 4 lanes	$30,000,000
	Kings River Bridge	Widen to 4 lanes	$10,000,000
SR-65	Phase 1/Ave 96 to SR-190	Widen to 4 lanes	$36,500,000
	Phase 2/Ave 56 to Ave 96	Widen to 4 lanes	$20,000,000
	Phase 3/C. line to Ave 56	Widen to 4 lanes	$36,000,000
SR-65 (Spruce)	SR-137 to SR-198	Widen to 4 lanes	$100,000,000
Scranton/Indiana	Scranton/Indiana	Widen to 4 lanes	$3,000,000
Caldwell Ave	SR-99 to Mooney Blvd.	Widen to 4 lanes	$15,000,000
	Santa Fe to Orange Ave	Widen to 4 lanes	$40,000,000
SR-216 (Houston)	Lovers Lane to Ave 152	Widen to 4 lanes	$15,000,000
Betty Drive Widening	SR-99 to Road 80	Widen to 4 lanes	$7,000,000
Betty Drive/SR-99	I/C improvements	Major I/C improvements	$37,000,000
CaldwellAve/SR-99	I/C improvements	Major I/C improvements	$25,000,000
Cartmill/SR-99	I/C improvements	Major I/C improvements	$25,000,000
SR-190	SR-99 to SR-65	Operational improvements	$10,000,000
Total Regional Projects			$546,300,000

Notes:
1. The projects are not listed by priority
2. The projects have been approved by TCAG (cities/County) in the adopted 2004 RTP
3. Projects shown are the adopted regional projects for 30 years

Table 2

Summary of Potential Regional Projects – Phase 2 (Years 15-30)

Project	Limits	Description	Total
Additional Project Requests			
Riggin Ave.	Road 80 to SR-63	Widen to 4 lanes	$14,000,000
Alta Avenue	Sequoia to Avenue 432	Widen to 4 lanes	$6,000,000
SR-190	SR-99 to Road 284 (Various locations)	Widen to 4 lanes	$60,000,000
Subtotal widening Requests			**$80,000,000**
AgriCenter/SR-99	I/C improvements	New I/C	$17,000,000
Paige/SR-99	I/C improvements	I/C improvements	$25,000,000
SR-99 (south county)	various I/C improvements	I/C improvements	$6,000,000
Shirk Street/SR-198*	I/C improvements	I/C improvements	$9,000,000
Akers Street/SR-198*	I/C improvements	I/C improvements	$1,500,000
Visalia 198 corridor*	I/C improvements	I/C improvements	$20,000,000
Lovers Lane/SR-198*	I/C improvements	I/C improvements	$18,500,000
Ave 148/SR-198*	I/C improvements	New I/C	$25,000,000
Farmersville Blvd/SR-198	I/C improvements	I/C improvements	$25,000,000
Main Street/SR-190*	I/C improvements	all phases	$18,000,000
N. Grand./SR-65*	I/C improvements	all phases	$20,000,000
Subtotal Interchanges			**$185,000,000**
Synchronization	various agencies & locations	PS&E,ROW,CON	$5,000,000
Visalia Synchronization	various locations	PS&E,ROW,CON	$9,600,000
Visalia Signals	various locations	PS&E,ROW,CON	$1,400,000
Rural Signals	various locations	PS&E,ROW,CON	$3,081,250
Subtotal signals/Synchronization Requests			**$19,081,250**
Rural (County) Various	Bridge improvements (County)	all phases	$17,000,000
McAuliff/SR-198	over crossing	all phases	$14,000,000
Ben Maddox/SR-198	over crossing	all phases	$2,800,000
Santa Fe/SR-198	over crossing	all phases	$12,600,000
Betty Drive/RR	I/C improvements	all phases	$15,000,000
Tulare UPRR Grade Separation Program	Grade Separations	all phases	$16,000,000
Subtotal Overcrossings/Bridges			**$77,400,000**
Subtotal Project Costs:			$361,481,250

Notes: * See Notes 21, and 22, page 21

1. The projects are not listed by priority
2. All Tier II projects listed above meet the 2004 Regional Transportation Plan (RTP) criteria for a Regional Project
3. Tier II projects may be funded if additional funding is available and the projects are amended in to the RTP

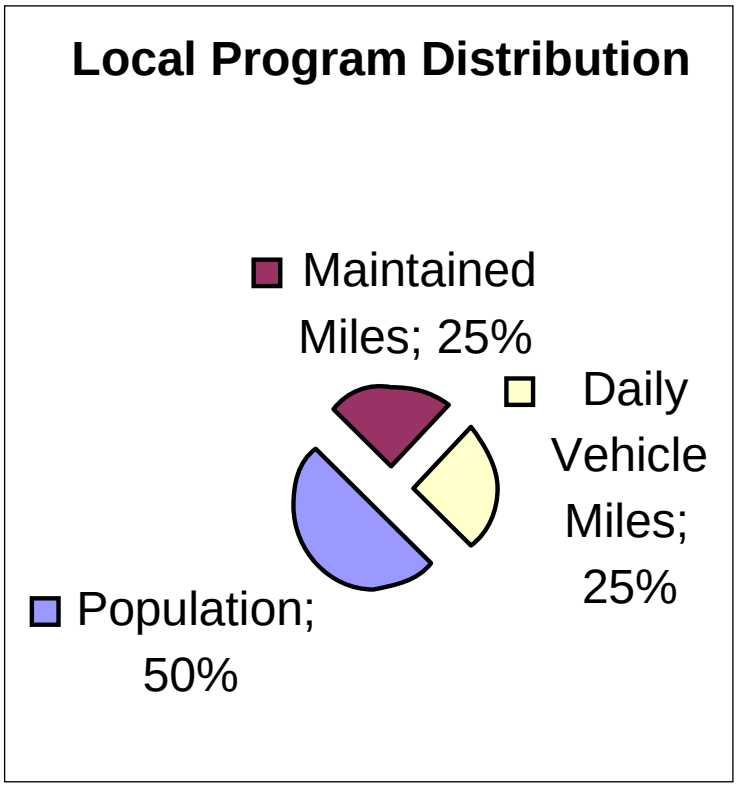


Table 3
Tulare County Agency Demographics

Agency	Population 1/1/2006	%	Maintained Miles	%	Daily Vehicle Miles (1,000s)	%
Dinuba	19,578	4.65%	59.28	1.54%	126.99	2.69%
Exeter	10,634	2.53%	37.89	0.98%	55.49	1.18%
Farmersville	10,416	2.48%	26.18	0.68%	51.71	1.10%
Lindsay	11,185	2.66%	29.77	0.77%	59.68	1.26%
Porterville	45,220	10.75%	152.79	3.97%	374.06	7.92%
Tulare	51,477	12.24%	152.49	3.96%	374.51	7.93%
Visalia	111,168	26.43%	309.06	8.02%	1,187.00	25.14%
Woodlake	7,305	1.74%	19.79	0.51%	15.93	0.34%
Non-Incorp.	153,636	36.53%	3,064.85	79.56%	2,475.73	52.44%
TOTALS:	420,619	100.00%	3,852.10	100.00%	4,721.10	100.00%

1. Population is based on California Department of Finance Annual estimates
2. Maintained Miles are obtained from the most recent California Public Road Data book published by Caltrans
3. Daily Vehicle Miles of Travel (1,000) are obtained from the most recent California Public Road Data book published by Caltrans
4. All three formula components will be updated on an annual basis

Table 4
Summary of Local Program Distribution

	Total **Annual**	Total **10 years**	Total **20 years**	Total **30 years**	% of Total
Dinuba	$257,768	$2,577,684	$5,155,367	$7,733,051	3.38%
Exeter	$137,384	$1,373,839	$2,747,677	$4,121,516	1.80%
Farmersville	$128,098	$1,280,976	$2,561,951	$3,842,927	1.68%
Lindsay	$140,049	$1,400,486	$2,800,972	$4,201,459	1.84%
Porterville	$635,786	$6,357,863	$12,715,725	$19,073,588	8.35%
Tulare	$692,468	$6,924,677	$13,849,354	$20,774,031	9.09%
Visalia	$1,637,959	$16,379,586	$32,759,172	$49,138,758	21.51%
Woodlake	$82,343	$823,430	$1,646,861	$2,470,291	1.08%
Non-Incorp.	$3,904,358	$39,043,582	$78,087,164	$117,130,746	51.26%
	$7,616,212	**$76,162,122**	**$152,324,245**	**$228,486,367**	**100%**

$7,616,212

Notes:

1. Amounts shown are in current dollars

Table 5
Summary of Transit/Bike/Environmental (Air Quality) Projects

Transit

Agency	Project	Total
Porterville	CNG Buses (2)	$600,000
	Service expansion (100k a year)	$3,000,000
Dinuba	Service expansion (50k a year)	$1,500,000
Visalia	Service expansion (684k a year)	$20,520,000
	Transit Center expansion	$1,000,000
County	Service expansion (500k a year)	$15,000,000
	CNG Buses (4)	$1,200,000
Tulare	Minor Transit improvements	$300,000
	Service expansion (100k a year)	$3,000,000
Farmersville	transit center (minor)	$250,000
Lindsay	Service expansion (100k a year)	$3,000,000
	transit center (minor)	$250,000
	CNG Buses	$400,000
Woodlake	Service expansion (50k a year)	$1,500,000
Exeter	(part of Visalia Urbanized Area)	
Farmersville	(part of Visalia Urbanized Area)	
Regional Light Rail ROW preservation		$10,000,000
Rail Preservation Funds		$ 3,000,000
	Total	**$64,520,000**

Bike/Pedestrian Projects

Agency	Project	Total
Lindsay -	**Ped walkway/Bike**	**$2,800,000**
	Phase 3 Downtown	**$3,900,000**
Tulare-	**Trail Lights**	$2,000,000
	Santa Fe Trail Connections	$2,000,000
	Bike/Ped Arterial Crossings	$1,000,000
Visalia	St John's River Path	$2,000,000
	Cameron Creek path	$4,500,000
	K Street Bike path	$1,500,000
	Packwood Creek	$1,500,000
	Modoc Creek	$1,500,000
	Mill Creek	$5,000,000
	Goshen Enhancement	$3,000,000
	K Road along SJ rail line	$4,500,000
	SJ river to Ave 272	$6,000,000
	Bike/Ped fund	* See Note 16
County	Regional Bike/ped improvements	$5,000,000
Exeter	Bike/ped improvements	$1,000,000
Porterville	Bike/ped improvements	$2,000,000
Tulare/Visalia	Santa Fe Gap Connection	$3,000,000
Regional	K Road to Exeter	$16,000,000
Member Agencies	Bike/ped Fund Program	$2,000,000
	Total	**$70,200,000**

Environmental Projects

Regional Mitigation Banking Program		$2,000,000
Woodlake Transportation Mitigation Program (results in $100,000 a year for environmental)		$1,000,000
	Total	**$3,000,000**
		$137,720,000

Notes:

1. The projects are not listed by priority

Table 5a
Summary of Transit/Bike/Environmental (Air Quality) Supplemental Funding

Agency	Project	Total
Transit		
Dinuba	Service expansion (65k a year)	$1,560,000
Tulare	Service expansion (65k a year)	$1,560,000
Porterville	Service expansion (65k a year)	$1,560,000
Visalia	Service expansion (65k a year)	$1,560,000
County	Service Expansion (65k a year)	$1,560,000
Total		**$7,800,000**

Agency	Project	Total
Bike/Pedestrian Projects		
Dinuba	Bike/ped improvements - Next nine years - Second half of Measure R	 $300,000 $325,000
Tulare	Bike/ped improvements - Next nine years - Second half of Measure R	 $390,000 $500,000
Porterville	Bike/ped improvements - Next nine years - Second half of Measure R	 $390,000 $500,000
Visalia	Bike/ped improvements - Next nine years - Second half of Measure R	 $390,000 $500,000
County	Bike/ped improvements - Next nine years - Second half of Measure R	 $390,000 $500,000
Woodlake	Bike/ped improvements - Next nine years - Second half of Measure R	 $500,000 $500,000
Lindsay	Bike/ped improvements - Next nine years - Second half of Measure R	 $500,000 $500,000
Exeter	Bike/ped improvements - Next nine years - Second half of Measure R	 $500,000 $500,000
Total		**$7,185,000**
		$14,985,000

Notes:

1. The projects are not listed by priority
1. For Bike/ped Projects, the "next nine years" are: FY 13/14 -21/22

For the Supplemental Funding projects the following conditions apply:

- **Projected revenues and expenditures for the duration of the measure are to be evaluated every two years in conjunction with the Strategic Work Plan.**
- **Supplemental Funding projects will be reduced proportionately among all agencies receiving Supplemental Funding based on the amount granted in the base year, in the event revenues are less than expected.**
- **Agencies with multiple Supplemental Funding project types (bike, pedestrian, and/or transit) can choose from which Transit/Bike/Environmental category(ies) the reduction will occur.**
- **In order to access Supplemental Funding, projects are required to be programmed in the current Strategic Work Plan.**
- **Supplemental transit funding may be requested on an annual basis or accumulated based on the annual allotment.**

Project Commitments – Other Programs

In addition to the Regional Program of projects, the Transportation Measure will provide additional funding for a wide range of projects determined based on agency need. Table 3 shows the projected revenue distribution for the Local Programs. Each Agency will have different types of transportation projects. Examples of projects would include "pot-hole" repair, road rehabilitation, adding travel lanes, interchange improvements and other transportation related projects.

The County of Tulare will use the Local Program funding to create a "Farm to Market" program and for other road improvements to existing, community, local unincorporated roads. Figure 3 is a map showing potential or candidate projects for road rehabilitation. The projects are geographically distributed to all parts of the County. The map is shown for illustrative purposes. The County of Tulare will also create a "Local Community Road Improvement Program." The Local Community Road Improvement Program would provide funding for transportation improvements in unincorporated communities. A partial list of the communities is shown below:

- Alpaugh
- Cutler-Orosi
- Ducor
- Earlimart
- East Orosi
- East Porterville
- Goshen
- Ivanhoe
- Lemon Cove
- London
- Pixley
- Poplar/Cotton Center
- Richgrove
- Other smaller communities such as Allensworth, Oak Ranch, and Waukena
- Springville
- Strathmore
- Terra Berra
- Tipton
- Traver
- Woodville

The other projects the County may potentially use the Local Program funding for include: "Pot-hole" repair, bridge repair, installation of traffic signals and transportation safety projects. The County will evaluate annually the Local Program funded projects and prioritize based on local needs.

The City of Visalia would use the Local Program funding provided through a transportation sales tax augmentation to implement the City's circulation element, and, at Council discretion, may use some of the funds to conduct on-going street maintenance.

Exactly how the City would use the funds could depend on the implementation policies of the tax including but not limited to the amount and rate of project funds generated by the tax, the criteria and priorities used to select the Tier II projects to be funded by the project portion of the sales tax, the financing options allowable under the provisions of the sales tax program, the reimbursement policies of the sales tax program, the availability of grants, bond funds, matching funds, private sector participation, federal earmarks and other types of available funding, what the impact such new monies will have on project prioritization, how cost overruns and revenue shortfalls will be addressed, how projects that impact state highways and/or other jurisdictions will be addressed through the implementation plan, and other factors yet to be determined.

Visalia's share of the Local Program funds could yield $49.1 million in current dollars. The projects that would assist with the implementation of the City of Visalia's circulation element and therefore could be funded by the Local Program portion of the tax could include, some, but not all of the following:

*Signal Light Synchronization ($9.6 million, est.)
*Interchange improvements at Lovers Lane and State Highway 198 ($18.5 million, est.)
*Interchange improvements at Shirk and State Highway 198 ($9 million, est.)
*Interchange improvements at Akers and State Highway 198 ($1.5 million, est.)
*Interchange improvements at Downtown Visalia (State Highway 63) and State Highway 198 ($20 million, est.)
*Street maintenance (Est. $500,000/annually over 30 years or $15 million)

Should additional monies become available, or if funding for the above projects comes from another source, some of the following elements of the City of Visalia's transportation system could be funded; however, there is not expected to be enough money from the sales tax augmentation Local Program funds to pay for these critical needs:

*New interchange at Road 148 and State Highway 198 ($25 million, est.)

* Santa Fe Street from Caldwell Avenue to Riggin Avenue, including overcrossing ($12.6 million)
*Overcrossing improvements at Ben Maddox and State Highway 198 ($2.8 million, est.)
*Overcrossing improvements at McAuliff and State Highway 198 ($14 million est.)
*Shirk Street improvements & widening from Highway 198 to Riggin ($9 million)
* Caldwell widening from State Route 99 to Mooney Blvd and Santa Fe Street to Road 156 ($12.6 million)
* Goshen Avenue realignment to intersect at Lovers Lane and Mill Creek Parkway ($4 million)

(All estimates are in current dollars; estimated figures noted are the unfunded portions of the projects after the 2007/08 fiscal year.)

The City of Farmersville candidate projects include: traffic signal and intersection improvements to the intersections of Walnut & Freedom Drive and Farmersville & Noble Drive. Other potential uses for Local Program funding in Farmersville include street reconstruction and overlay projects. The City will evaluate annually the Local Program funded projects and prioritize based on local needs.

The City of Exeter candidate projects include: road widening with curb and gutter to Filbert Street, Glaze Street, and 3rd Street. The City will evaluate annually the Local Program funded projects and prioritize based on local needs.

Other Tulare County cities would have candidate projects that could include "pot-hole" repair, road rehabilitation, adding travel lanes, interchange improvements and other transportation related projects. The cities will evaluate annually the Local Program funded projects and prioritize based on local needs.

Table 4 provides a list of multi-modal transportation projects. Many of these projects will be identified and implemented by the local agencies to address specific needs or will be developed in accordance with implementing guidelines included in Appendix B. Examples include: Mass Transit Improvements, regional Bike trails, and contributions to environmental banking.

For Further Information:

Contact the Tulare County Association of Governments to inquire about the Measure process, discuss the candidate projects and programs contained in this Plan, or to inquire about the next steps in the Measure process.

Tulare County Association of Governments
210 N. Church Street, Suite B
Visalia, CA 93291
Ph: (559) 623-0450 Fax: (559) 733-6720

Visit the TCAG website at http://www.tularecog.org/ for more information, to sign up for our email list, and to receive updates on Measure planning activities.

Figure 2 – Phase 1 Regional Projects

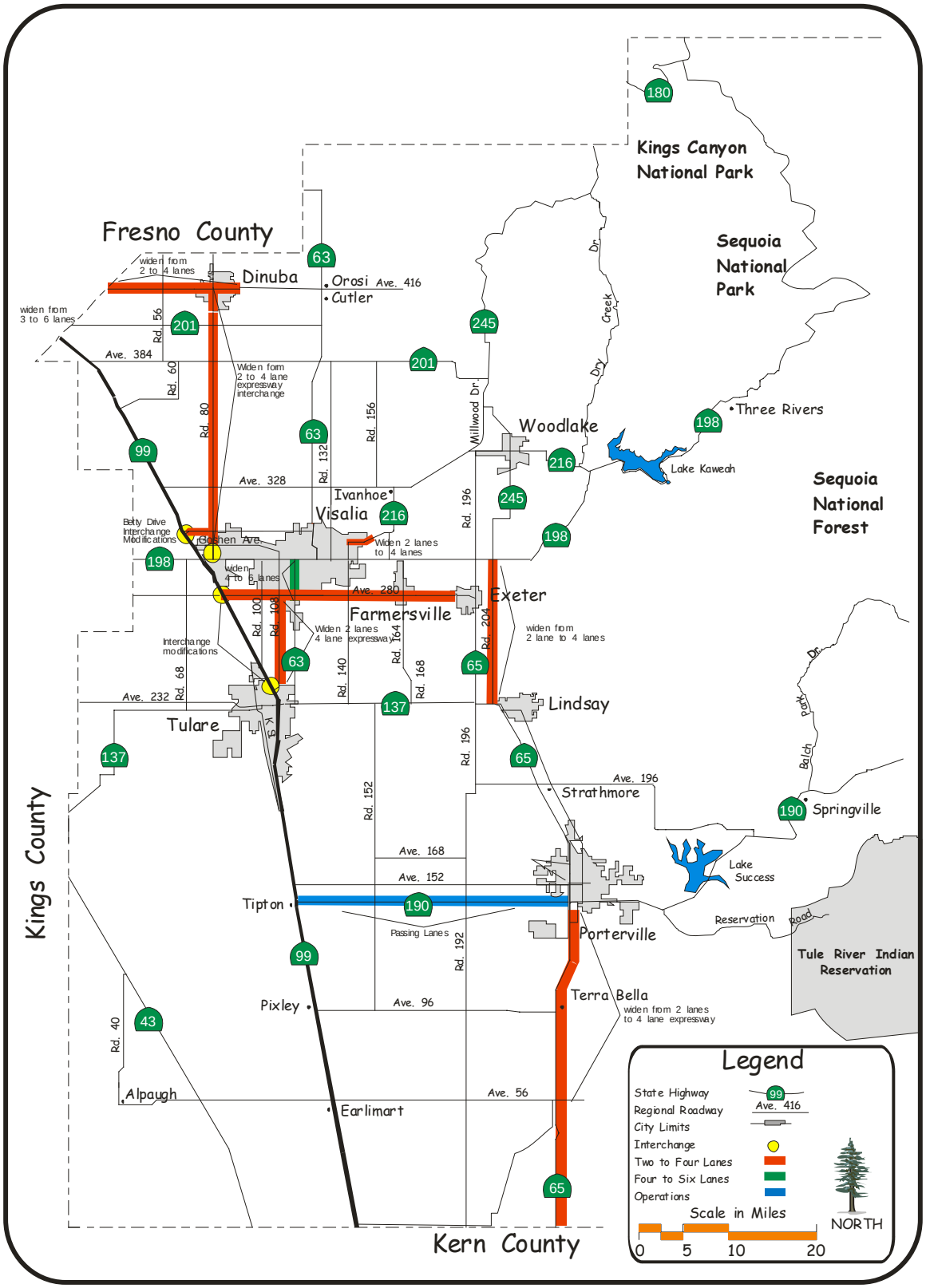
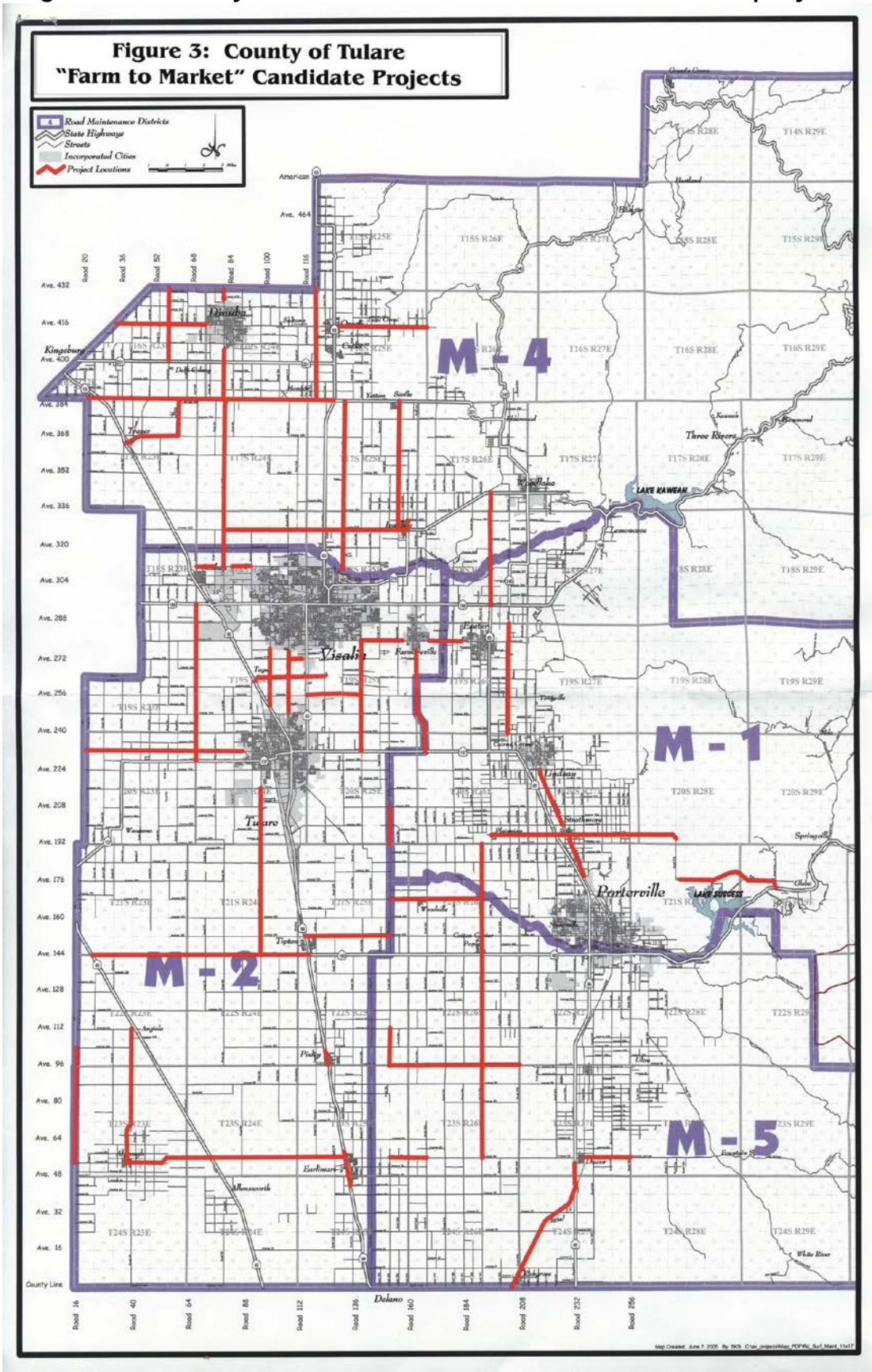


Figure 3 – County of Tulare candidate "Farm to Market" projects



APPENDICES

Appendix A - Plan Administration

Governing Board and Organizational Structure

A description of the Tulare County Association of Governments and its organizational structure related to the sales tax follows. The structure is consistent with the enabling legislation.

Tulare County Transportation Authority Structure under the Measure Program

The Tulare County Association of Governments (TCAG) will be the Tulare County Transportation Authority and administer the Measure Program in compliance with Public Utilities Code PUC 180000 et seq. If the Measure is approved by Tulare County voters in November 2006, the Authority will be responsible for administering the Measure Programs in accordance with plans and programs outlined in this and subsequent updates of this Plan. In addition, this Plan includes provision for a Citizens' Oversight Committee. Details regarding the Committee are contained in Appendix C. The Strategic/Work Plan will continue to be prepared by TCAG and approved by its Policy Board and by the Authority.

PUC 180000 includes provisions regarding the number of members on the Authority Board. Specifically, the Authority will be represented by thirteen (13) members including:

- Five (5) members of the Board of Supervisors
- One (1) member representing each of the eight cities in Tulare County: Dinuba, Exeter, Farmersville, Lindsay, Porterville, Tulare, Visalia and Woodlake consisting of members of the city council appointed by the city council

The three (3) at-large members of TCAG will not participate as members of the Authority in accordance with the intent of PUC 180051. Alternates to the regular members of the authority may participate in accordance with the TCAG By-Laws.

Plan Update, Approval Process, and Expenditure Plan Amendments

Plan Review and approval process

There are three primary reports/plans that are referenced as follows:

1. The Expenditure Plan – The Expenditure Plan is approved by the voters and may be amended once a year as outlined below.
2. The Annual report – The Annual report is prepared each year by the Citizen's Oversight Committee to provide review how sales tax receipts are being spent and publicize the results
3. Bi-Annual Strategic/Work Plan – Prepared every two years to outline project expenditures. The Strategic Plan will be timed to coincide with the development of the Bi-annual State Transportation Improvement Program development.

In compliance with schedules mandated in federal and state law, TCAG regularly prepares a new long-range transportation plan (RTP) that updates and renews a list of candidate projects for all transportation modes (streets, highways, public transportation, bikeways, aviation, etc.). If funds are available for any projects beyond those now listed Table 1 in this Expenditure Plan, they will be drawn from that list. TCAG will have the option of issuing bonds to deliver Measure projects and programs contained in this Expenditure Plan to reduce project costs by delivering them earlier.

All updates of the Expenditure Plan will be subject to public review and public hearings. While these candidate projects may change and priorities for funding may occur, there are more than enough project needs within the County to be addressed using all types of funding, including Measure funds. It will be vital during development of each Expenditure Plan Update to consider financing all transportation modes in order to insure a balanced and efficient transportation system. All of the projects and programs included in this Expenditure Plan are considered essential to meet the transportation needs of Tulare County.

Amendments to the Expenditure Plan

The TCAG Board may annually review and propose amendments to the Expenditure Plan to provide for the use of additional Federal, State and local funds, to account for unexpected revenues, or to take into consideration unforeseen circumstances. In order to react to changes in funding and/or priorities, an amendment to the plan can be proposed. Amendments will require the same voting requirements that TCAG used to adopt the original Expenditure Plan.

Bi-Annual Strategic/Work Plan

The following steps will be taken by TCAG to prepare and adopt this and future Strategic Plan/biennial updates of the Transportation Measure Strategic/Work Plan. This will include a financial plan that coincides with the development of the State Transportation Improvement Program (STIP).

- TCAG staff working with member agencies and affected stakeholders will develop the Draft Strategic/Work Plan, and will update it every two years
- The TCAG Policy Board receives the Draft Strategic/Work Plan and its updates and schedules public hearings to review the Plan
- The TCAG Policy Board adopts the Strategic/Work Plan

Independent Financial Audits

If the Measure is approved by the voters, TCAG would conduct independent financial audits consistent with PUC 180000 et seq.

Implementing Guidelines

Administration and Planning: - 1% of the Measure

There are a number of processes that TCAG must also perform to support the Measure Program including maintenance of the Expenditure Plan and development of requirements associated with:

- Each of the proposed allocation programs
- The identification and prioritization of projects

It is recommended that TCAG be allocated 1% of sales tax revenue to address important activities. Activities of TCAG are described below:

- Prepare Annual Work Program and Budget
- Develop the Allocation Program requirements including focused studies needed to implement Measure programs
- Prepare the Strategic/Work Plan every two years
- Develop the priority list of regional capacity increasing and rehabilitation projects
- Conduct an independent audit of Measure programs and funds on an annual basis
- Conduct on on-going public outreach program
- Issue bonds to deliver Measure projects and programs contained in this Strategic/Work Plan to save project costs by delivering them earlier
- Allocate Measure proceeds to the local jurisdictions consistent with the Program requirements

Bonding and Financing

TCAG will have the authority to bond and use other financing mechanisms, including, when more advantageous economically, loans from banks and other financial lending institutions, for the purposes of expediting the delivery of transportation projects and programs and to provide economies of scale. Bonds or loans, if issued, will be paid with the proceeds of the transportation sales tax. The costs and risks associated with the bonding and loans will be presented in Strategic/Work Plan, and will be subject to public comment before any bond sale or loan application is approved.

TCAG will also be able to use other means to accelerate the delivery of projects and programs, including partnering with other COGS, the State of California, the Federal Government, and other government agencies, federal authorization funds, federal earmarks, partnering with private entities, seeking outside grants and matching or leveraging tax receipts to the maximum extent possible.

Local agencies may choose to advance funds for a project, either a project specified in the plan, or a project for which they plan to use their local agency Local Program funds, and to receive reimbursement for that advancement in accordance with the plan. The fund advancement and reimbursement projections must be approved by TCAG in accordance with the voting requirements, prior to proceeding with the project.

Contingency Fund

TCAG will also have the ability to set aside a contingency fund of up to 5% of the annual receipts from the tax.

Revenues to fund the contingency may be accumulated through the following: revenues exceed projections or a project's cost is lower than anticipated resulting in excess funds.

In the event that actual revenues in any given year are less than the budgeted revenues, the TCAG Board may use the contingency fund to make up the difference between the budgeted revenues and the actual revenues. The contingency fund may also be used to fund projects where the actual cost exceeds projections.

Accountability

All business of TCAG will be conducted in an open and public meeting process in accordance with the California Brown Act. TCAG will approve all spending plans described in this document and will ensure that adequate public involvement has been included in the preparation of all spending plans. TCAG will be required to hire an independent auditor who will annually audit all sales tax expenditures, ensuring that expenditures are made in accordance with the plan, and with prudent, established accounting regulations and practices.

Other Guidelines

This plan is guided by principles that ensure that the revenue generated by the transportation sales tax is spent in the most efficient and effective manner possible, consistent with the desires of the voters of Tulare County. The principles outlines in this section provide flexibility needed to address issues that may arise during the life of the plan.

1. TCAG will fund both regional and local projects, and will also provide funds to local agencies to address special and localized needs.

2. TCAG is charged with a fiduciary duty in administering the transportation sales tax proceeds in accordance with the applicable laws and this Expenditure Plan. Receipt of these tax proceeds may be subject to appropriate terms and conditions as determined by TCAG in its reasonable discretion, including, but not limited to, the right to require recipients to execute funding agreements and the right to audit recipients' use of the tax proceeds.

3. The monies collected through TCAG shall be accounted for and invested separately, unless and until the funds are turned over to a local agency in accordance with the plan. At such time, the local agency shall keep a separate accounting of the monies and any and all expenditures to ensure that the monies are spent in accordance with the approved expenditure plan.

4. All meetings of TCAG will be conducted in public accordance to state law, through publicly noticed meetings. The annual budget of TCAG, annual work plan, biennial Strategic Work Plan, and annual report will all be prepared for public scrutiny. The interests of the public will further be protected by the Citizens' Oversight Committee described in this Plan.

5. Under no circumstances may the proceeds of this transportation sales tax be applied to any purpose other than for transportation improvements benefiting Tulare County and its member agencies. The funds may not be used for any transportation projects or programs other than those specified in this Plan without an amendment of the Expenditure Plan.

6. Actual revenues may be higher or lower than expected in this Plan, due to changes in receipts and/or matching or leveraging capability. Estimates of actual revenue will be programmed annually by the TCAG during its annual budget process.

7. The actual requirements for funds in a specific program could be higher or lower than expected due to changes in funding outside of this transportation sales tax, or due to changes in project costs or feasibility. Should the need for funds for any program/project be less than the amount to be allocated by the sales tax, or should any project become infeasible for any reason, funds will first be considered for reprogramming to other programs or projects in the same urban area in accordance with voting described above at a noticed public hearing. Should the need for funds in the entire area be less than the amount to be allocated by the transportation sales tax, the TCAG Board may amend the Expenditure Plan to reallocate funds to the other projects following its procedures for a plan amendment.

8. All projects funded with these transportation sales tax funds will be required to complete appropriate California Environmental Quality Act (CEQA) and other environmental review as required.

9. Funds may be accumulated by TCAG or by recipient agencies over a period of time to pay for larger and long-term projects. All interest income generated by these proceeds will accrue to the specific fund/project intended. If accumulated for a general purpose, the proceeds will be used for the transportation purposes described in the Expenditure Plan.

10. TCAG will have the capability of loaning transportation sales tax receipts at prevailing interest rates to other member agencies for the implementation of needed transportation projects, provided that a guaranteed revenue stream is devoted to repay such a loan over a maximum amount of time, and provided that the loan will not interfere with the implementation of programs or projects defined in the Expenditure Plan. Loaning of funds requires TCAG Board approval.

11. Matching or leveraging of outside funding sources is strongly encouraged. Any additional transportation sales tax revenues made available through their replacement by matching funds will be spent based on the principles outlined previously in these guidelines. A member agency may elect to advance Tier I Regional Project using local funds. The agency would be eligible for repayment for the amount advanced (with no interest) subject to TCAG approval of the advancement and the year of reimbursement.

12. For Transit/Bike/Pedestrian projects shown on Table 5, obtaining outside funding or grants is encouraged. For every dollar of sales tax funding saved by an agency through obtaining outside grants, 50% will be provided to that agency's Local Program fund. (Excludes: CMAQ, TEA, FTA 5307, and FTA 5311 or other state/federal grant administered through TCAG). The other 50% would be placed in the Local Program fund to be distributed among all agencies. Examples of eligible grants include but are not limited to: State of California Bike Lane Account funding, Federal Recreation trials Program, and Federal Transit Administration new starts program.

13. For 'Regional Projects' shown on Tables 1 and 2, obtaining third party grants by member agencies is encouraged so as to leverage sales tax revenue and expedite completion of projects. All funds generated by such third party grants solicited for specific regional projects shall be applied solely to those projects. TCAG will give preference to use the savings resulting from said grants toward other regional projects which primarily benefit the member agency responsible for obtaining said grants. Grants, as applied to the foregoing, do not include STIP funds.

14. New incorporated cities or new transit agencies or services that come into existence in Tulare County during the life of the Expenditure Plan could be considered as eligible recipients of funds through a Plan Amendment, and an additional position created on the governing board.

15. For Rail expenditures from the "Transit/Bike/Environmental Projects Program" funding may only be used for ROW acquisition and/or preservation of rail corridors. Preservation of rail corridors by purchase of existing fixtures includes but is not limited to railroad ties, ballast, tracks, and signals are permitted when anticipated commercial operation will result in preservation of the ROW. The purpose of the requirement is to ensure that real-property interest (long term-lease/easement) is maintained for rail use. The expenditure of Measure R funds shall not result in a commitment of additional funds. Prior to agency requesting rail funds from the "Transit/Bike/Environmental Projects Program," a plan must be submitted that demonstrates the economic viability of the rail corridor for which the funding is proposed.

16. The Measure R Expenditure Plan on page 10 lists nine specific bike/pedestrian projects for the City of Visalia. A Visalia bike/pedestrian fund will be established for cost savings realized or projected to be realized from any of the nine projects. The City of Visalia may use the cost savings for City Council approved Class One Bike/Pedestrian Projects. Additional projects may be added up to the amount of the fund once all of the nine projects have been completed or fully funded.

17. In the event of an economic emergency, the Authority may waive the maintenance of effort requirements by a two thirds (66.67% of the Authority Board membership) vote. An economic emergency may only be declared for up to one year at a time, and must be reauthorized if the emergency continues for more than a year. A fiscal emergency declaration must involve the entire County and cannot be declared for only some or a portion of the jurisdictions.

18. If a project within the Transit/Bike/Environmental (Air Quality) Program on Table 5 is determined to be infeasible or unwarranted during the 30 year life of Measure R, one-half of the identified funding would be subject to reprogramming based on current population. Unwarranted or Infeasible determination requires agreement with agencies in which the project is located. The second half of the funding would not be distributed until a determination is made that 75% of bike/ped projects and 50% of transit projects have been funded. Replacement of projects in excess of $5,000,000 will require an Expenditure Plan Amendment.

19. For Transit/Bike/Pedestrian Program projects shown on Table 5 and 5a, obtaining funding or grants is encouraged. For every dollar of Measure R sales tax funding saved by an agency through obtaining TCTA Board approved outside grants, 10% will be provided to that agency for an Air Quality Program project. The list of grant categories that are applicable for the 10% incentive include: CMAQ, TAP, and FTA competitive grants or other state/federal grant approved by TCAG/TCTA. The TCTA Board will have authority to modify, change, add, or delete project grant categories eligible for the 10% incentive at a regularly scheduled TCTA Board meeting by resolution. The TCTA Board will also have authority to increase or decrease the incentive percentage at a regularly scheduled TCTA Board meeting by resolution, with the understanding that any incentive grant already awarded under this incentive provision will be grandfathered into the existing program.

20. For the Woodlake Transportation Mitigation Program, funds may be used for the following:

- **Landscaping and Forestry projects designed to offset vehicular emissions of carbon dioxide through the planting of trees and other suitable plants citywide.**
- **Resource Lands projects - the acquisition, restoration, or enhancement of resource lands (watersheds, wildlife habitat, wetlands, forests, or other significant natural areas) to mitigate the loss of or detriment to such lands within or near the right of way for transportation improvements.**
- **Roadside Recreation projects that provide for the acquisition and/or development of roadside recreational opportunities.**

21. For the City of Visalia SR-198 corridor projects shown in Table 2, financial flexibility between projects is allowed subject to TCTA Board approval. Flexibility may include the addition or substitution of different interchanges and over-crossing priorities. The City of Visalia must submit a City Council approved Corridor Plan that includes at a minimum: the priority of projects, estimated planning-level costs, and estimated schedules prior to authorization of funding for any of the projects. The corridor plan may be amended as necessary. Amendments to the corridor plan will require City Council approval. Amendments to the corridor plan that result in Measure R funding changes require TCTA Board approval

22. For the City of Porterville SR-190 and SR-65 corridor projects shown in Table 2, financial flexibility between projects is allowed subject to TCTA Board approval. Flexibility may include the determination of different interchanges and over-crossing priorities. The City of Porterville must submit a City Council approved Corridor Plan that includes at a minimum: the priority of projects, estimated planning-level costs, and estimated schedules prior to authorization of funding for any of the projects, The corridor plan may be amended as necessary. Amendments to the corridor plan will require City Council approval. Amendments to the corridor plan that result in Measure R funding changes require TCTA Board approval.

23. For the City of Farmersville, Farmersville Blvd./SR-198 project on Table 2 , the project is defined to include: the extension/widening of Farmerville Blvd from SR-198 to Walnut Avenue and to include non-motorized transportation improvements to Visalia Road. The reduction of the original project from $30 million to $25 million is a reduction to the Regional Program.

Appendix B – Implementing Guidelines

The following Implementing Guidelines are intended to "guide" development and implementation of the measure program for Tulare County. Each of the three (3) transportation funding programs is described below. Implementing Guidelines for the fourth program (Administration/Planning Program) are described in Appendix A.

1. Regional Project Program (Regional Transportation Program)- 50% of the Measure

The Expenditure objectives are to:

- Provide additional funds to make up anticipated shortfalls to meet regional street and highway improvement needs
- Leverage Local Program state and federal funding from the California Transportation Commission (CTC)
- Accelerate delivery of street and highway projects that may otherwise be delayed because of other funding shortages

The program would provide funds for:

- Additional lane capacity on existing regional streets and highways
- Major Interchange improvements
- Other improvements which improve mobility performance on the regional system

Eligible expenditures for Phase 1 and Phase 2 projects would include all recognized project phases including:

- Planning and environmental analysis
- Preliminary engineering
- Design
- Right-of-way acquisition and relocation
- Utilities relocation
- Construction & Construction Engineering

In addition to Transportation Measure funds, the Regional Projects Program would require the partial allocation of State Transportation Improvement Program funds available to Tulare County to regional capacity increasing projects. These funding sources together result in slightly more than **$903 million** available for Phase 1 and Phase 2. Phase 2 projects are considered for advancement if additional funding is available and the projects are amended in to the current Regional Transportation Plan. During preparation of the biennial Strategic//Work Plan Updates, TCAG will develop a detailed improvement program that specifies the timing and delivery of projects or funding order considering project cost benefit, project readiness, and funding availability.

2. Local Transportation Program - 35% of the Measure

This program would augment:

- Existing local, state, and federal funds for local streets and roads
- Any other form of transportation that provides funding for transportation projects of significance to local agencies
- Local Transportation Impact Fees

The improvements in this category are not limited to just the concept of rehabilitation. The funding is available to all jurisdictions to address their respective needs. This program will provide "flexible funding" for:

- Meeting scheduled maintenance needs
- Rehabilitating the aging local system
- Pot hole repair
- Signals
- Safety Improvements
- Bridge replacement
- New local road capacity
- Maintenance and rehabilitation projects
- Separate street traffic from increasing rail traffic (railroad grade separations)
- Signal Synchronization
- Other improvements directly or indirectly related to transportation

As with the Regional Projects Program, funds could be used for all needed phases of project development and implementation.

3. Transit/Bikes/Environmental (Air Quality) Program – 14% of Measure

The program would include funding augmentation to existing transit operators to maintain basic transit services to meet the needs of:

- Public transit
- Those who are unable to drive
- Those who choose an alternative to the use of private automobiles for work and shopping trips

The program includes funding for:

- Bicycle projects
- Pedestrian improvements
- Environmental Mitigation
- Light Rail

The Environmental Mitigation funds would be applied to an environmental mitigation bank that would encompass the projects and programs that may be funded with Measure assistance. This program would also reduce the time and significant delays associated with the current process of securing approval of affected resource agencies.

As with the Regional Projects Program, funds could be used for all needed phases of project development and implementation. In addition to Measure funds, the Regional Projects Program would require the partial allocation of Regional CMAQ/TE funding administered through TCAG. These funding sources together result in slightly more than **$132 million** available for Transit/Bikes/Environmental projects.

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Appendix C – Citizens' Oversight Committee

Committee Purpose

To provide input on implementation of the 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.

To inform the public and to ensure that the Transportation Measure (Measure) funding program revenues and expenditures are spent as promised to the public.

Administrative Issues

Committee Formation

- The Committee will be formed within six (6) months upon approval of the Measure by the voters of Tulare County in November 2006
- The Citizens' Oversight Committee (Committee) shall not be amended out of the Expenditure Plan
- Meetings will commence when Measure revenues are recommended for expenditure; including Strategic/Work Plan updates

Selection and Duties of Committee Chair and Vice Chair

- The Committee shall select a Chair and Vice Chair from the members, each of whom shall serve a one (1) year term
- The duties of the Chair will be to call meetings, set agendas, and preside over meetings
- The duties of the Vice Chair will be to perform the same duties described above in the absence of the Chair

Committee Meetings

- The Committee will hold one formal meeting annually, with additional meetings scheduled as needed by the Committee.
- All Committee meetings must be held in compliance with the Brown Act
- All meetings will be conducted per "Robert's Rules of Order"

Subcommittee Requirements

- Subcommittees: the Committee may elect to form subcommittees to perform specific parts of its purpose.
- All subcommittees shall have an odd number of members

Committee Membership, Selection, and Quorum

Membership & Selection

The Committee will be designed to reflect the diversity of the County. The Committee will consist of 16 members. Each organization represented on the Citizens' Oversight Committee will nominate its representative; with final appointments approved by the governing board of the TCAG. The membership shall be as follows:

*One member will be appointed by each City and the County. (Total of 9)

*One representative from a major private sector Tulare County employer, nominated by the Tulare County Economic Development Corporation

*One representative from the building industry, nominated by the
Tulare County Building Industry Association.

*One representative from the agriculture industry, nominated by the Tulare County Farm Bureau

*One representative from the Hispanic community, nominated by the Tulare Kings Hispanic Chamber of Commerce

*One representative from an advocacy group representing bicyclists and pedestrians, and/or transit.

*One member who is a professional in the field of audit, finance and/or budgeting with a minimum of five years in a relevant and senior decision-making position in the public or private sector.

*One representative from an environmental advocacy group

- In the case of the final three representatives, applications from citizens from Tulare County who are over the age of 18 will be solicited and accepted and the representatives will be selected by the other 13 seated Board members, subject to final approval by TCAG.

Quorum

- A Quorum will be no less than nine (9) members of the Committee
- An action item of the Committee may be approved by a simple majority of those present, as long as the quorum requirement is met.

Term of Membership

- Terms of membership will be for two (2) years. No member may serve more than 8 years
- Members may be reimbursed for authorized expenses, but not be compensated for their service on the Committee
- In an effort to maintain Committee member consistency, during the first two (2) years of the Committee, terms will be staggered with 8 of the members to serve a one-year term, 8 of the members to serve a two-year term. The length of the first terms will be determined via random selection.
- Proxy voting will not be permitted

Eligibility

- U.S. citizen 18 years of age or older who resides in Tulare County
- Not an elected official at any level of government
- Not a public employee at any State, County or local city agencies
- Must submit an annual statement of financial disclosure consistent with Fair Political Practices Commission (FPPC) rules and regulations and filed with the Authority

Staffing

- TCAG will staff the Committee and provide technical and administrative assistance to support and publicize the Committee's activities.
- TCAG services and any necessary outside services will be paid using the TCAG's Measure Administration Program revenues
- Expert staff will be requested to provide information and make presentations to the Committee, as needed

Responsibilities

The Committee may receive, review and recommend any action or revision to plans, programs, audits or projects that is within the scope of its purpose stated above. Specific responsibilities include:

- Receive, review, inspect, and recommend action on independent financial and performance audits related to the Measure

- Receive, review, and recommend action on other periodic reports, studies and plans from responsible agencies. Such reports, studies and plans must be directly related to Measure programs, revenues, or expenditures
- Review and comment upon Measure expenditures to ensure that they are consistent with the Expenditure Plan
- Annually review how sales tax receipts are being spent and publicize the results
- Present Committee recommendations, findings, and requests to the public and TCAG in a formal annual report to inform Tulare County residents how funds are being spent.
- The Committee will have full access to the TCAG independent auditor and will have the authority to request and review specific information, with the understanding that the Committee will rely upon data, processes and studies available from TCAG, and other relevant data generated by reputable sources. It is understood; that TCAG will be continuously striving to improve the reliability of data and to update analytical and modeling processes and that the Committee will be kept abreast of any such efforts, and is invited to participate in development of such updates in a review capacity.

The Committee will assist TCAG in taking advantage of changing situations with technical and transportation developments in the future. Therefore, the provisions regarding the Committee make up, processes and protocols are viewed through 2037 based upon a 2007 perspective, and are not meant to be unduly restrictive on the TCAG and the Committee's roles and responsibilities.

Tulare County Association of Governments

ARB Technical Correspondence

TCAG 2014 Regional Transportation Plan

San Joaquin Valley Regional Planning Agencies' Directors' Committee

c/o Kings County Association of Governments – 339 West D Street, Suite B – Lemoore CA 93245
Phone: 559-852-2654 – FAX: 559-924-5632

Kings County Association of Governments
Terri King
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Kern Council of Governments
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Tony Boren

Madera County Transportation Commission
Patricia Taylor

Merced County Association of Governments
Marjorie Kirn

San Joaquin Council of Governments
Andrew Chesley

Stanislaus Council of Governments
Carlos Yamzon

Tulare County Association of Governments
Ted Smalley

February 4, 2014

Mary Nichols
Chair
California Air Resources Board
1001 I Street
Sacramento, CA 95812

SUBJECT: San Joaquin Valley (Fresno Council of Governments, Kern Council of Governments, Kings County Association of Governments, Madera County Transportation Commission, Merced County Association of Governments, San Joaquin Council of Governments, Stanislaus Council of Governments, and Tulare County Association of Governments) Greenhouse Gas Emissions Quantification Methodology for the Development of Sustainable Communities Strategies

Ms. Nichols:

Please find enclosed the technical methodology that the eight (Fresno Council of Governments, Kern Council of Governments, Kings County Association of Governments, Madera County Transportation Commission, Merced County Association of Governments, San Joaquin Council of Governments, Stanislaus Council of Governments, Tulare County Association of Governments) San Joaquin Valley metropolitan planning organizations (MPOs) intend to use for estimating greenhouse gas (GHG) emissions for the Sustainable Communities Strategies (SCS) or Alternatives Planning Strategies (APS), if necessary, in compliance with the requirements of the Senate Bill 375 (SB 375).

The San Joaquin Valley MPOs have a long history of working together on a variety of planning issues including transportation conformity, travel model improvement and development, and SB 375.

The San Joaquin Valley MPOs intend to adopt individual SCSs that will allow them to meet the SB 375 Valley-wide emissions reduction targets set by the California Air Resources Board (ARB) in September of 2010.

Attachment 1 (San Joaquin Valley Technical Methodology) presents an overview of the SCS development process, including public participation and input, underlying data development, and technical modeling and approach used to estimate GHG emission reductions resulting from the anticipated adoption of individual SCSs by the eight Valley MPOs.

Please note, the technical methodology contained in Attachment 1 to this letter supplements the FresnoCOG methodology letter dated September 11, 2012.

Please contact Tanisha Taylor by phone at (209) 235-0600 or by email at taylor@sjcog.org should you have any questions on the technical methodology presented in this document. For specific MPO questions, please see Attachment 2 (MPO staff contacts) to this letter for the appropriate MPO staff contact.

Sincerely,

TONY BOREN
Executive Director
Fresno Council of Governments

AHRON HAKIMI
Executive Director
Kern Council of Governments

TERRI KING
Executive Director
Kings County Association of Governments

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SAN JOAQUIN VALLEY GHG QUANTIFICATION TECHNICAL METHODOLOGY

The technical methodology described in this document is consistent with the Regional Targets Advisory Committee (RTAC) target setting process. Per the RTAC's recommendation, all eight San Joaquin Valley MPOs will model 2005 as their base analysis year for the purposes of SB 375. Target years 2020 and 2035 will be modeled consistent with SB 375 analysis years.

For more information on the Fresno COG process, see Fresno COG's technical methodology for qualifying GHG emissions dated September 2012 at the following link http://www.arb.ca.gov/cc/sb375/sb375.htm.

SCS DEVELOPMENT

Background

Over the past three years, the eight San Joaquin Valley MPOs, in collaboration with each other, local jurisdictions and interested stakeholders, have been developing integrated regional transportation plans that seek to meet SB 375 targets. Due to the unique MPO travel pattern characteristics in the San Joaquin Valley, the first step of this process was to develop new travel models for each Valley MPO to better capture interregional and intraregional trips. The Model Improvement Program (MIP) funded by Proposition 84 funds was completed in 2012 and is discussed in more detail later in the document. In addition, the San Joaquin Valley planning and technical staffs have developed a consistent emission modeling methodology with ARB's emission modeling software EMFAC2011 to complete all of the SB 375-related emissions analyses. The technical methodology as well as all other elements of the forthcoming Valley MPO SCSs will be subject to public participation and outreach after the draft 2014 Regional Transportation Plans (RTPs) are released in the 1st/2nd quarter of 2014. All eight San Joaquin Valley MPOs are currently collaborating on their RTP schedules and anticipate adopting their final RTPs in a similar timeframe in the summer of 2014.

Scenario Selection Process

Each MPO within the San Joaquin Valley will have a scenario selection process unique to their MPO region. Information regarding each MPOs planning process can be located at the following links (please note when reviewing each MPO webpage, the level of information is highly dependent on where each MPO is in its planning process and the individual MPO processes may differ to meet local needs) or by contacting the appropriate MPO staff as identified in Attachment 2:

Fresno Council of Governments (FresnoCOG)
http://www.fresnocog.org/rtp
http://www.fresnocog.org/sustainable-communities-strategy-development-and-outreach

Kern Council of Governments (KernCOG)
http://www.kerncog.org/regional-transportation-plan
www.directionsto2050.com

Kings County Association of Governments (KCAG)
http://www.kingsregionalvision.com/
http://www.kingscog.org

Madera County Transportation Commission (MCTC)
http://www.maderactc.org/public.html

Merced County Association of Governments (MCAG)
http://mcagov.org/209/2014-Regional-Transportation-Plan

San Joaquin Council of Governments (SJCOG)
http://www.sjcog.org/index.aspx?nid=117

Stanislaus Council of Governments (StanCOG)
http://www.stancog.org/vvs.shtm
http://www.valleyvisionstanislaus.com/

Tulare County Association of Governments (TCAG)
http://www.tularecog.org/Index.aspx?NID=138

Public Participation

The San Joaquin Valley MPOs have developed public participation plans that comply with the requirements of SB 375. All public participation plans have been approved by the individual MPO Boards and will serve as a guide to the MPOs public participation and outreach processes designed to meet SB 375 requirements. Each MPO is anticipated to release their RTP/SCS for 55-day public comment in early 2014. The public participation plans are available on individual MPO websites at the links identified below:

FresnoCOG
http://www.fresnocog.org/fresno-cog-regional-transportation-plan-public-outreach

KernCOG
http://www.kerncog.org/images/docs/pubinfo/public_involvement_procedures_20110929.pdf

KCAG
http://www.kingscog.org/assets/Final%20Adopted%202013%20RTP-SCS%20PPP.pdf

MCTC
http://www.maderactc.org/pdf_files/PPP%202012%20Update.pdf

MCAG
http://mcagov.org/DocumentCenter/View/100

SJCOG
http://www.sjcog.org/DocumentCenter/View/54

StanCOG
http://www.stancog.org/pdf/committees/scs/RTP-SCS-PPP.pdf

TCAG
http://www.tularecog.org/DocumentCenter/View/284

In addition to the individual MPO outreach activities contained within each MPO's public participation plan, the San Joaquin Valley MPOs through a Proposition 84 Strategic Growth Council grant, have coordinated the development of additional public information through the ValleyVisions project. Additional information regarding the Valley Vision project can be found at the following link http://www.valley-visions.org/.

SOCIOECONOMIC DATA

For this effort, the eight San Joaquin Valley MPOs will use population and employment data as identified in Table 1 below.

Table 1: MPO Socioeconomic Data

MPO Name	Socioeconomic Data Source	
	Population	**Employment**
Fresno	Planning Center (2012)	Planning Center (2012)
Kern	KernCOG (2009, 2011)	Census /EDD (2010, 2012)[1]
Kings	Planning Center (2012)	Planning Center (2012)
Madera	Census (2010) Department Of Finance (DOF) Interim Projection (2012)[2]	Employment Development Department (EDD)/Info USA (2010) /DOF Interim Projection (2012)[3]
Merced	Planning Center (2012)	Planning Center 2012
San Joaquin	Planning Center (2012)	University of the Pacific (2012)
Stanislaus	Planning Center (2012)	Planning Center 2012
Tulare	TCAG (2013)	EDD (2010 Base), Planning Center 2012 (Projections)[4]

For those MPOs using the Planning Center projections as identified in the table above (Fresno, Kings, Merced, San Joaquin for population only, and Stanislaus, the Planning Center population projections identified above include three primary forecasts of population, households, and housing units. The forecasts are based on several different projections including household trend, total housing unit trend, housing construction trend, employment trend, cohort component model, population trend, average household size trend, and household income trend. Three measures evaluate the adequacy of each projection: mean absolute percentage error (MAPE), F-Test, and t-test.

The methodology and assumptions for the California Department of Finance (DOF) projections identified above can be found at the following links:

http://www.dof.ca.gov/research/demographic/reports/projections/p-1/documents/Projections_Methodology_2013.pdf Methodology and Assumptions for the State and County Population Projections July 1 2010-2060

[1] Originally adopted in 2005, the re-adopted 2009 Kern COG forecast was within 1/10th of one percent of the 2010 Census. In December 2011, the Kern COG Transportation Modeling Committee approved a forecast redistribution to incorporate observed 2010 census data. The KernCOG Employment forecasts used EDD and Census data jobs/housing ratio and distribution. The Planning Center method was used to validate the forecasts in 2012.
[2] 2010 Census data was used to develop the MCTC 2010 baseline population totals. MCTC then used the DOF Interim Projections for the projected population.
[3] EDD/Info USA data was used to develop the MCTC 2010 employment baseline. DOF Interim Projections were used to develop the projections.
[4] 2010 Census data was used to develop the TCAG 2010 baseline employment totals. TCAG then used the Planning Center forecasted employment growth rate to forecast future employment.

For MCTC, population projections from DOF Interim Projections (2012) were used as forecast year control totals. The household totals for each forecast year were estimated using the ratio of population to housing from the 2010 Census, adjusting for population in group quarters. The employment totals for each forecast year were estimated using the ratio of employment from the 2010 base year inventory.

SJCOG utilized the University of the Pacific (UOP) employment projections as the primary source for employment totals (base year and projections). The SJCOG employment forecasts are based on IHS-Global Insight regional forecasting models and prepared using IHS-Global Insight's Aremos forecasting software and are projected annually by North American Industry Classification System. SJCOG's forecast is based on UOPs San Joaquin County specific econometric model, but has drivers linked to state and national forecasts to account for macro trends. UOP also used its judgment to adjust the econometric forecasts to account for local knowledge and foreseeable short and medium-term developments, such as the opening and closing of large facilities, local real estate market trends or major infrastructure projects. For example, when the SJCOG employment forecast was prepared in early 2012, UOP adjusted the forecast to account for an anticipated growth in employment linked to the California Healthcare Facility off Arch Road in 2013 and 2014.

TCAG utilized the Planning Center study as the primary county-level forecasting reference. However, the divergence of the population projections for Tulare County between Planning Center and DOF was greater than the other valley counties. Since the DOF population forecast was very rigorous and the most recent, it was used as the base forecast. This would also provide for better compatibility with the Regional Housing Needs Allocation process. A linear growth rate was selected that fit the DOF forecast within 3% through the RTP update planning horizon of 2040. A linear growth rate for households was then determined by adjusting to a persons per household ratio that was reasonable based on Planning Center study projections. Similarly, a linear growth rate for housing units was determined by adjusting to a housing vacancy rate that was reasonable based on the Planning Center projections. Employment growth was based on the housing unit to jobs ratio projection in the Planning Center model.

Similar to TCAG, Kern used the Planning Center study as a validation reference for its forecast as well. In Kern's case the existing forecast was very close to the Planning Center study. The Kern forecast includes an assumption for increased in-migration in 2020 based on several factors including a short term increase in telecommuting, out-of-county commuting, and retirement households. The KernCOG forecast is within 3% of DOF for the horizion year of the Regional Housing Needs Allocation. Households are based on census persons per household data. Housing units were determined by applying the observed census vacancy rate to the number of households. The census vacancy rates are consistent with the Planning Center data. Employment growth is based on a jobs-household balance that varies between 1.1 and 1.2 jobs per household. The variance assumes a fluctuation in net-migration, natural increase, and conversion of second homes to primary residences. The base forecast used Caltrans County-Level Economic Forecast data, adjusted using California Employment Development Department data.

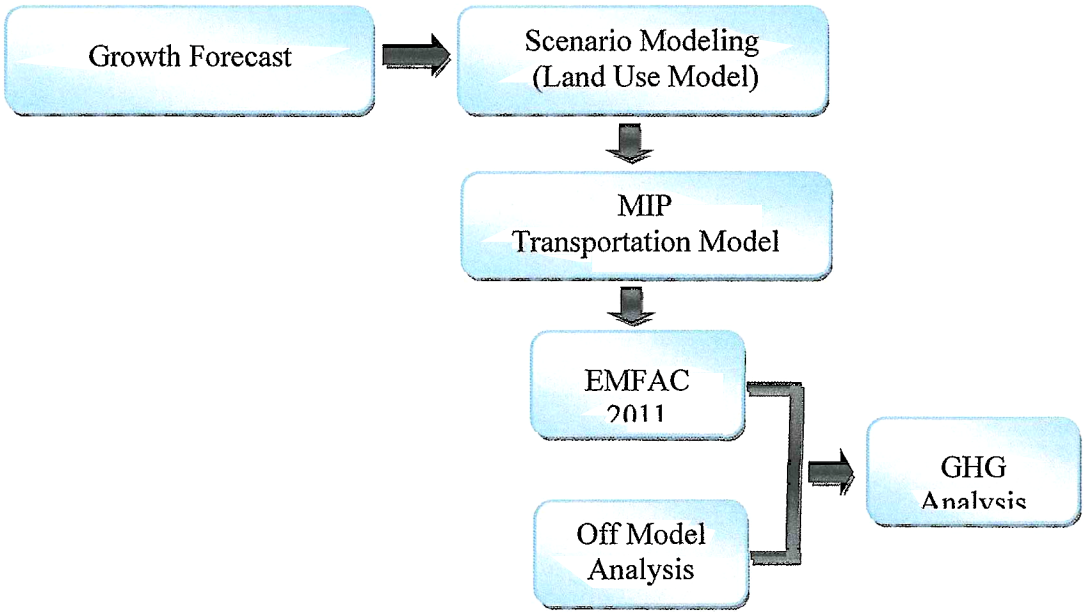
MODELS AND TOOLS:

The San Joaquin Valley MPOs will utilize three main tools to estimate GHG emissions for their 2014 RTP/SCS: A fourth tool, off model reductions, may be utilized if deemed appropriate. Documentation of any off model reduction tools used will be documented as part of the RTP/SCS documentation.

(1) Scenario Modeling – Land Use Model (varies by MPO);
(2) MIP transportation model; and
(3) EMFAC 2011emissions factor model.

The output of the scenario modeling tool forms the fundamental input to each MPO MIP transportation model (land use)[5]. The MIP transportation model utilizes the input from the scenario planning tool to form the fundamental input to the EMFAC2011 model. The EMFAC2011 model utilizes the vehicle miles traveled output from the MIP transportation model to calculate greenhouse gas emissions. Please see Figure 1 below which illustrates the relationship between these tools.

Figure 1 – Relationship Between Models and Tools



[5] Note: Each land use tool output is converted into consistent MIP inputs across the MPOs.

Each tool is described in further detail below.

Scenario Modeling - Land Use Model

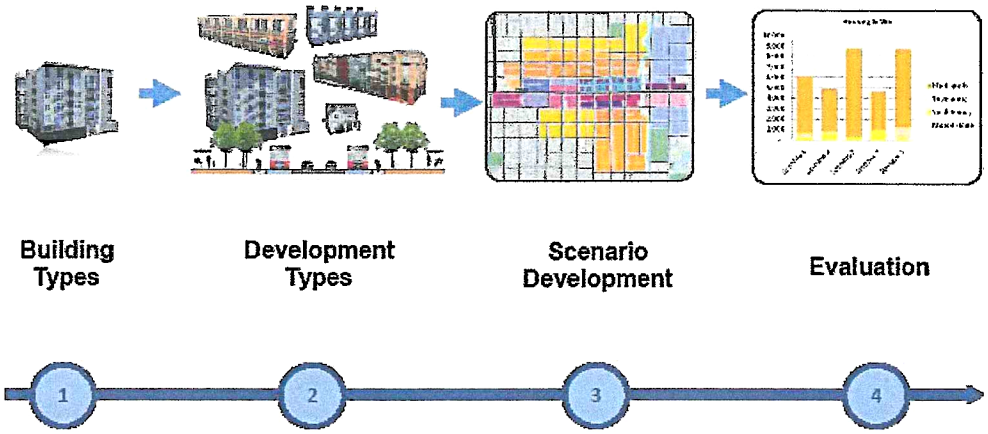
Scenario modeling allows a community to evaluate the likely outcomes of RTP/SCS policies on land use. In particular, the scenario planning approach is a way to explore what it would take to achieve adopted ARB GHG targets. Scenario modeling tools use building blocks that describe the different types of land uses that exist within each MPO region or are planned for the future.

The output of the Scenario modeling tools form the fundamental input to each MPO MIP transportation model.

The Scenario modeling tools to be used by the San Joaquin Valley MPOs in the development of their SCSs are summarized below.

Envision Tomorrow (Utilized by FresnoCOG, MCAG, SJCOG, StanCOG, and TCAG)

Figure 2 – Envision Tomorrow



Envision Tomorrow is a suite of scenario planning tools that tests different land use and transportation options. It consists of two primary tools: a Prototype Builder and a Scenario Builder, which work in unison to develop scenarios.

The Prototype Builder is a "return on investment" (ROI) spreadsheet tool that can be used to determine the physical and financial feasibility of development. This tool allows the user to examine land use regulations in relation to the current development market and consider the impact of various factors, such as parking, height requirements, construction costs, rents and subsidies. The Prototype Builder also considers inputs such as physical building characteristics, parking layout and costs, and other development costs such as landscaping, site acquisition, etc.

Stakeholder input is utilized to create building types and development types so that the scenarios reflect existing conditions as well as possible future conditions. Building and development types can be created to represent the development aspirations of the community.

The Scenario Builder is a Geographic Information Systems (GIS) based application that lets the user "paint the landscape" by allocating various, created development types across a study area to create unique land use scenarios. The tool then allows real-time evaluation of each scenario through a set of user-defined indicators. The indicators measure such things as the scenario's impact on land use, housing, sustainability, transportation and economic conditions. General plans, specific plans, community plans, zoning maps, Assessor's parcel data information, and environmental constraints, if any, are all inputs into the Scenario Builder tool. The growth forecast is allocated—by the user— to locations as desired in this tool.

Once the coordinated land use/transportation scenario is developed the output of that process will be converted into transportation model inputs and run through the MPO MIP travel demand model to estimate vehicle miles traveled attributable to the MPO scenarios.

Geographic Information Systems (GIS) (Utilized by KCAG)

The Kings County Association of Governments (KCAG) intends to utilize GIS to portray the different land use scenarios. It is anticipated KCAG will begin with General Plan GIS layers adding transit and roadway layers to develop its coordinated transportation/land use scenario for incorporation into its RTP/SCS. Once the coordinated land use/transportation scenario is developed the output of that process will be converted into transportation model inputs and run through the KCAG travel demand model to estimate vehicle miles traveled attributable to the KCAG scenarios.

UPlan (Utilized by MCTC, KernCOG, and TCAG)

The UPlan land use model uses a combination of computer based Geographic Information System, or "GIS" tools to accomplish the land use modeling tasks. The primary tool, UPlan, developed by the University of California, Davis, is a land use modeling software used to generate future growth models. The key components of UPlan modeling are projected populations, general plan land use, attraction areas, discouragement areas, and masks. UPlan is used in conjunction with ESRI's ArcGIS software, allowing the results of UPlan models to be displayed visually as easy to understand maps.

Once the coordinated land use/transportation scenario is developed the output of that process will be converted into transportation model inputs and run through the MPO MIP travel demand model to estimate vehicle miles traveled attributable to the MPO scenarios.

KernCOG: UC Davis and the Blueprint Model Steering Committee provided UPlan to KernCOG with a set of default areas and parameters. These were then modified to provide more accurate and localized inputs for the model based on comments from local jurisdictions in Kern.

The land use model for Kern County has been divided into ten eight sub areas; Greater Metro Bakersfield, Westside Kern, Greater Shafter, Greater Delano /McFarland, Greater Wasco, Greater Frazier Park, Greater Tehachapi, Southeast Kern, Lake Isabella Kern River Valley, and Indian Wells Valley. UPlan models are run to report potential effects of future growth on, or in designated general plan areas such as farmland, grazing land, public lands, habitat, military flight corridors, and others as required by SB 375.

UPlan parameters have been separated into two groups. The first group is the distribution by percentage of population among the sub areas and the distribution among the four residential densities for each sub area. Kern COG uses the locally adopted "2009 Region Growth Forecast Report" for population and employment projections including an adjustment to the 2010 census housing distribution. This forecast is within 3% of the DOF forecasted population for Kern. The second group contains the classification ranges based on dwelling units per acre for each residential density, and the distribution of employment among industrial, high density commercial, and low density commercial.

Kern COG residential classification ranges were derived in consultation with each local government member agency and are included in the Kern SB 375 Land Use Modeling Methodology documentation available online at http://www.kerncog.org/transportation-modeling. The report combines the different county and jurisdiction land use codes into similar land use categories or columns. The columns were then classified with the corresponding four residential densities used by UPlan. The report also had more relevant dwelling unit/acre figures than the default figures.

Kern COG has updated and enhanced the version of UPlan that was used in the 2008 Blueprint and the 2010 and 2012 ARB CO2 Target setting processes. The updated KernCOG UPlan is used to generate the residential and employment inputs for the new travel model developed by the MIP. KernCOG UPlan outputs are also being used to generate a number of performance measures used in scenario comparisons during the public workshop process.

Since December 2012, Kern COG has improved the accuracy of forecast distribution in Uplan by developing an enhanced post processor methodology for making adjustments to Uplan outputs, and creating additional sub regions for Uplan.

In addition to reporting future land uses, Uplan was helpful in developing a range of scenario models that varied housing mix and revitalization in transit priority areas. The scenarios, inputs, and methodology were developed with assistance and oversight from the Kern Regional Planning Advisory Committee, a variety of stakeholders, and public workshop participants. The successful Kern outreach process received input from over 8,000 participants over the past 2 years.

Once the coordinated land use/transportation scenario is developed the output of that process will be converted into transportation model inputs and run through the MPO MIP travel demand model to estimate vehicle miles traveled attributable to the MPO scenarios.

MCTC: Under the Blueprint process, MCTC developed several land use scenarios that it modeled and presented to the county's constituents. The result of the Blueprint effort was the selection of a Blueprint preferred scenario. Since the Blueprint process is now a familiar concept within the county, MCTC decided to use the Blueprint scenarios as the base for the SCS scenario development for the 2014 RTP update. Based upon this directive, Community Design and Architecture (the MCTC consultant firm) is preparing the data inputs for the MCTC updated UPLAN software, utilizing the parcel-based databases from the Blueprint process, as well as the MCTC Blueprint scenario definitions.

Table 1: MCTC UPlan GENERAL Plan Categories:

UPLAN GENERAL PLAN CATEGORIES

Residential Allocation Uses

General Plan Residential Land Use Designations	Density Range (units/acre)	Lots Size Range Gross (Sq.Ft.)	Average Lot Size Gross (Sq.Ft.) *
Very Low Density	<2	> 22,000	75,000
Low Density	2.01-6.5	6,700-22,000	10,750
Medium Density	6.51-12.00	3,600-6,700	5,500
Medium High Density	12.00-15.00	2,900 -3,600	3,200
High Density	>15.00	2,000-2,900	2,400
Mixed Use	>15.00	2,000-2,900	2,400

Employment Allocation Uses

General Plan Residential Land Use Designations	F.A.R.*	Density Range (jobs/acre)	Square Feet (building) per Employee*
High Density Commercial	0.4	36.00-48.00	400
Low Density Commercial	0.2	15.00-35.99	500
Industrial	0.2	10.65	825
Mixed Use+	0.4	36.00-48.00	400

Other Non-Allocation Uses

Urban Reserve
Government Jobs
Education
Agriculture
Public Lands and Open Space
Water Bodies

** Columns in Orange are UPLAN inputs*
+ Mixed Use General Plan Categories will receive allocations from both High Density Commercial and High/Medium High Density Residential growth

MCTC coordinated with the local jurisdictions to allocate the projected housing growth to the different jurisdictions. The UPLAN model allows for modeling growth by sub-areas within a county wherein the model will limit growth by the MCTC identified allocation for each sub-area. The sub-areas are defined as Madera City sphere of influence (SOI), Chowchilla City SOI, Southeast Madera and the remaining areas of Madera County. The land use definitions and share

for the cities reflect a greater tendency for relatively compact development in comparison to the unincorporated Madera county areas.

Once the coordinated land use/transportation scenario is developed the output of that process will be converted into transportation model inputs and run through the MPO MIP travel demand model to estimate vehicle miles traveled attributable to the MPO scenarios.

TCAG: As with MCTC, some of the scenarios studied for the Tulare region were based on the Regional Blueprint. A key principle of the Regional Blueprint was to "increase densities county-wide by 25 percent over the business as usual." Using UPlan it was possible to fix certain input parameters, such as the ratio of residential types, average lot size and commercial floor area ratio, at 25 percent above the business as usual scenario, which was developed in Envision Tomorrow.

As indicated above, TCAG utilizes two scenario modeling tools, Envision Tomorrow for the Business as Usual scenario and UPlan for alternative scenario development. Although it appears this could cause an inconsistency when quantifying the reduction of greenhouse gas emissions resulting from each scenario, this is not the case. Both the Envision Tomorrow Business as Usual and UPlan scenarios are built from the same population and employment projections. The Uplan scenarios are developed as a change from the Envision Tomorrow Business as Usual scenario. For example, a key principle of the TCAG Regional Blueprint was to increase densities county-wide by 25 percent over the business as usual densities. To achieve this, TCAG would build the Business as Usual scenario into the UPlan scenario planning tool and then adjust the densities to increase density 25 percent over the Business as Usual scenario.

In addition, TCAG utilizes conversion tools for both the Envision Tomorrow and UPlan scenario planning tools to convert the Envision Tomorrow and UPlan outputs into consistent MIP model inputs. What does this mean? Consistent land use and employment categories are modeled in the MIP travel demand model for both the Envision Tomorrow Business as Usual scenario and the UPlan alternative scenarios. This provides a consistent "apples to apples" comparison of impacts resulting from the Business as Usual and alternative scenarios.

Scenario Modeling Tool Relationship to MIP (transportation model)

It is important to acknowledge the differences in local jurisdiction land use planning processes across the eight MPO regions. As a result, land use planning tools vary across MPO regions to meet local scenario planning needs. Although, there are different scenario planning tools across the MPOs, the output of the scenario planning tool does not yield MPO vehicle miles traveled estimates. Estimated vehicle miles traveled is the output of each MPO's standardized MIP model.

As described in the MIP data input section below, the MIP created standardized input categories across all eight San Joaquin Valley MPOs. These standardized categories ensure consistent transportation modeling of household and employment types across the eight MPOs. It is this transportation modeling that yields a consistent process to estimate vehicle miles traveled for

each MPO. Additional information on the MIP can be found in the Transportation Model Improvement Program section below.

San Joaquin Valley Model Improvement Program (MIP) – travel demand models:

Model Development

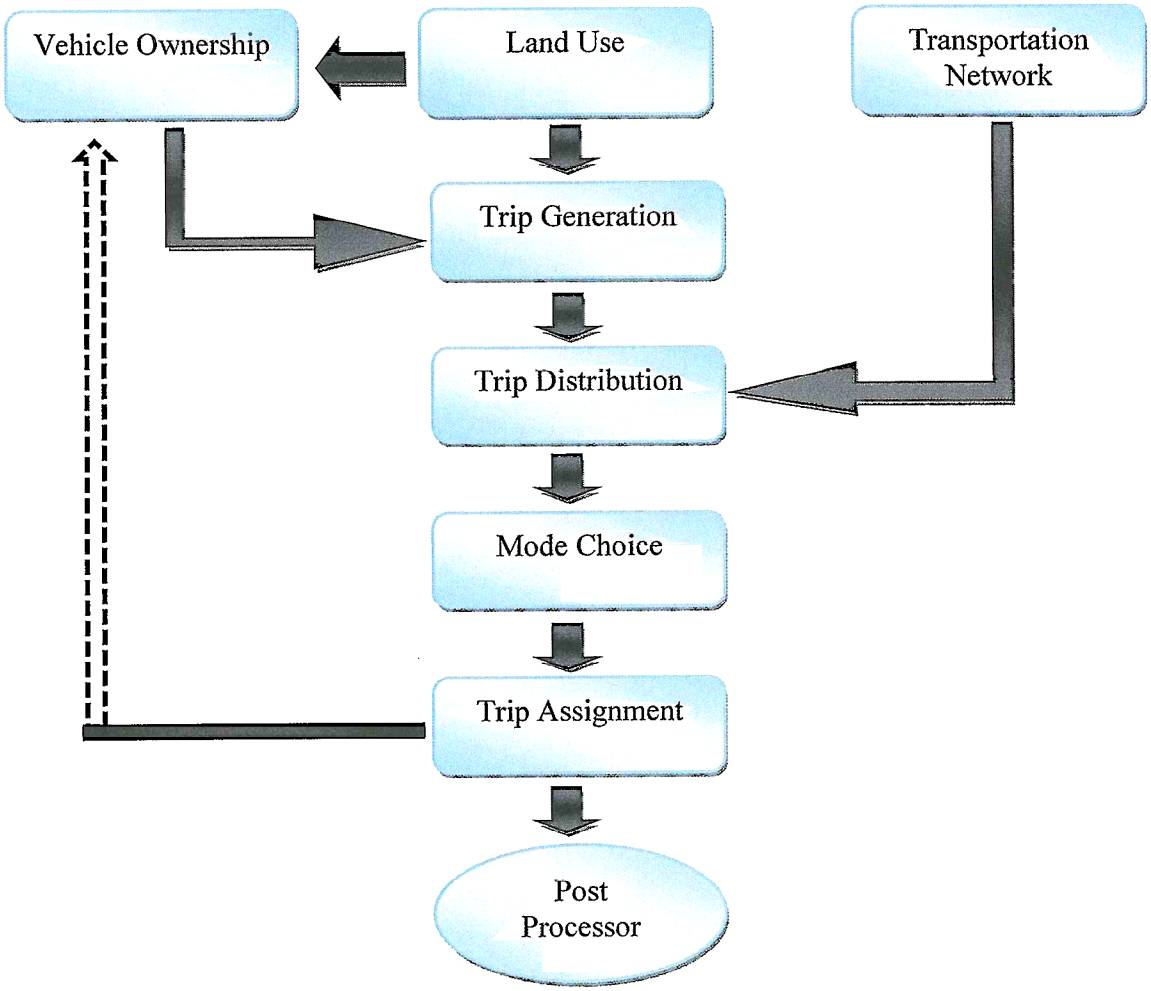
Beginning in 2010, the eight Valley MPOs undertook a joint process to improve their travel demand modeling capabilities to help meet SB 375 requirements. This process, known as the San Joaquin Valley Model Improvement Program (MIP) was funded by a $2.5 million Strategic Growth Council Proposition 84 grant. Between 2010 and 2012, staff from each of the eight MPOs participated in monthly meetings with a team of technical consultants to upgrade the models and modeling processes. To enhance coordination efforts, staff from the Air Resources Board and the University of California Berkeley listened in on the monthly MIP meetings of the MPOs and technical consultants.

The MIP effort resulted in the delivery of substantially upgraded and standardized travel demand models to the MPOs in the summer of 2012. The new travel models are designed to better evaluate the types of land use and transportation policies likely to be considered in the RTP/SCSs. Sensitivity to changes in land use and travel estimates was enhanced compared to previous models by – (i) refining each models' traffic analysis zone (TAZ) system to better capture mixed-use and transit oriented development; (ii) incorporating additional socioeconomic variables such as housing units by building type, household income, housing density, employee by detailed sector, and employment density; and (iii) adding a vehicle ownership component and improved sensitivity to travel characteristics.

In addition, the MIP resulted in the standardization of model software, inputs, and methodologies between the eight MPOs. The new models employ a common software package called CUBE, which will enhance the MPOs' ability to share data and resources with each other, as well as coordinate on model improvement and training efforts.

Improvements made to the model input data and each of the key components of the travel demand models (see Figure 3) include: vehicle ownership, trip generation, trip distribution, mode choice, and trip assignment, are discussed in more detail in the following section.

Figure 3 – San Joaquin Valley Model Improvement Program: Model Components



Data Input: The MIP models feature improved TAZ systems, socioeconomic data, land use and travel network characteristics. Improvements to the TAZ systems are designed to help the MPOs capture more detailed travel movements throughout the region, which allows for more precise analysis of land use and smart growth effects. An updated version of the trip based Caltrans statewide traffic model was developed to help forecast interregional and intraregional trips. Improvements to socioeconomic, land use and transportation network data in the models better account for differences in vehicle ownership and trip generation factors, as well as standardize categories across the eight MPOs.

Outputs from the scenario modeling tools described above (see page 6 of attachment 1), form the land use inputs utilized in the MIP model.

Vehicle Ownership: Modeling of vehicle ownership is a new component of the MPOs' MIP travel demand models. Previously the MPOs used a fixed rate of vehicle ownership. The new models now calculate the number of motor vehicles in a region based on demographic characteristics, auto operating cost, and accessibility. The output of this component is a critical input to the trip generation step, helping to capture the economic characteristics of each household.

Trip Generation: The trip generation component of the MPOs' MIP models estimates the number of person-trips for each activity, such as traveling to-and-from work, school, shops, and social/recreational events. The new models estimate person trips based on demographic and employment characteristics, increasing their capability to analyze the effect of socioeconomic factors on trip rates. Further, the new models increase the number of trip purposes from the typical three or five to eleven[6]. This change gives the MPOs the capability to distinguish the potential for alternative modes such as school and college trips. The new models also improve the trip generation step by allowing trip rates to vary by income, household size, the number of workers in a household, drivers, and vehicle ownership. This provides the MPOs with better information about regional travel patterns.

Trip Distribution: Trip distribution estimates the number of trips from one travel zone to each of the other travel zones in the county. The new models improve the sensitivity of changes to land use on trip distribution by better reflecting the attributes that influence a person's decision to travel. The MPOs models prior to the MIP, distributed trips based on one variable (e.g., auto travel time). The MIP models now provide the capability to consider additional factors such as trip purpose, person travel time by all modes, travel cost, congestion, and vehicle ownership.

Mode Choice: The number of MPOs with mode choice models has increased from two to five (Fresno, Kern, San Joaquin, Stanislaus, and Merced). This component is used to predict the probability of selecting a travel mode (e.g., auto, transit, bike and walk) for each trip in the region based on the income of the trip maker, the travel cost, time and accessibility of other modes, and improves the travel models' responsiveness to socioeconomic characteristics, land use, pricing and parking strategies. The new mode choice models include seven travel modes with a separate mode choice for walk and bike.

For those MPOs who do not require a mode choice model, a factoring process was developed allowing the models to be sensitive to land use and transportation scenarios which could reduce automobile use.

Trip Assignment: The trip assignment component estimates traffic volumes and travel times for each roadway in the network. The new models enhance the trip assignment component by including a new feedback mechanism between the trip assignment and the number of autos to enhance the MPOs' ability to address induced travel demand. The feedback mechanism inputs congested travel times into the model, which helps to account for travelers who change their travel route and mode in response to congestion.

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[6] The additional trip purposes includes home-based K-12, home-based college, highway commercial, trucks-small, trucks-medium, and truck-heavy.

Model Calibration and Validation: A calibration and validation report for the new travel models will be part of each MPO's final RTP/SCS submittal to ARB in the summer of 2014.

In model calibration, each component of the model is calibrated to ensure that it produces accurate forecasts. Calibration is an iterative process where model settings are adjusted so the output of the model matches observed travel patterns.

Static validation is that process where the model is tested to ensure that the model output matches available traffic counts and roadway speeds. As part of the static validation process, elements of trip generation, trip distribution and traffic assignment modules may be adjusted.

Dynamic model validation tests the model to determine how well it responds to change. Dynamic testing includes testing the changes to the following:

- Household location, density, diversity and other household attributes
- Employment location
- Roadway network
- Transit service

The MPOs performed calibration for each component of the model following the Federal Highway Administration and Caltrans guidelines, to ensure that the models produce reasonable forecasts. Model validation, a critical step in the development of any regional travel demand model, establishes the credibility of the model to predict future travel behavior. The MPOs performed both static and dynamic validation on the new models as recommended by Federal Highway Administration guidelines. Static validation includes – (i) trip generation rates, (ii) trip length frequency by purpose, (iii) average travel time by purpose, (iv) mode split by purpose, (v) traffic assignment by facility, and (vi) transit ridership. Dynamic validation included changing socioeconomic (household size, income, age distribution), land use (density, household location) and travel cost (auto operating cost and parking price) inputs.

Modeling Interregional Trips

The California Statewide Travel Demand Model was designed to capture the interactions of land use plans all across the State as they affect interregional travel. The model operates at a scale coarser than the SJV-MIP models. Its value is in placing local and regional travel in the context of total statewide activity.

The 2001 Statewide model was used in the development of interregional trip volumes. The base and future year land use values were updated to reflect the most recent RTPs from each MPO at the time of model development.

For the purpose of preparing the GHG emissions analysis for the eight San Joaquin Valley MPO RTP/SCSs, the San Joaquin Valley MPOs subtracted all emissions from through trips (trips without an origin and a destination in the MPO region). In addition, the portion of VMT attributable to trips that either begin or end within the region but travel to/from neighboring

regions (IX/XI) has been included for all portions of the trip within the MPO region (i.e. 100% of IX/XI VMT up to the county line).

Accounting for interregional travel, or travel that crosses MPO boundaries, continues to be a key issue for SB 375 implementation across the state. The issue is especially important when considering the area covered by the San Joaquin Valley MPOs, which in aggregate experience a higher proportion of through traffic relative to other regions (as a percent of total vehicle miles traveled). Statewide discussions to determine how to account for interregional travel across the state should continue.

It is vitally important that the current update to the Caltrans statewide model be fully completed in order for statewide conversations regarding interregional travel to continue.

MPO-Specific Off-Model Adjustments (if any)

Similar to other traditional four-step travel demand models, the San Joaquin Valley MPO models are not sensitive to the impacts of Transportation Demand Management/Transportation Systems Management (TDM/TSM) projects such as Intelligent Transportation Systems (ITS), bike and pedestrian projects, and rideshare programs. In these instances, the San Joaquin Valley will rely on "off-model" techniques based on literature reviews, collaboration with other MPOs, and consultation with ARB's Policies and Practices Guidelines. Any such "off-model" techniques applied in the MPO SCS development will be documented as part of the RTP/SCS documentation.

Emissions Modeling

The San Joaquin Valley MPOs intend to use the latest version of ARB's emissions modeling software EMFAC2011 to complete GHG emissions estimates for all possible SCS scenarios.

EMFAC2011 modeling instructions have been developed for the San Joaquin Valley MPOs in consultation with ARB. The GHG emissions modeling approach includes the San Joaquin Valley Heavy Duty Diesel Vehicle vehicle miles traveled (VMT) Recession Adjustment Methodology.

EMFAC2011 will be run using the vehicle activity and VMT outputs generated by the travel demand models. The EMFAC2011 model generates GHG emissions estimates per vehicle class, so that GHG emissions can be evaluated consistent with SB 375.

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Air Resources Board

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Matthew Rodriquez
Secretary for
Environmental Protection

Edmund G. Brown Jr.
Governor

March 10, 2014

Mr. Ted Smalley
Executive Director
Tulare County Association of Governments
210 North Church Street, Suite B
Visalia, California 93291

Dear Mr. Smalley:

Thank you for your recent letter to Chairman Mary D. Nichols submitting the proposed technical methodology, as required by Senate Bill 375 (SB 375), for the eight San Joaquin Valley (Valley) metropolitan planning organizations (MPO). Your submittal fulfills the requirement under California Government Code section 65080(b)(2)(J)(i) that each MPO submit to the California Air Resources Board (ARB) a description of the technical methodology it will use to estimate greenhouse gas (GHG) emissions from its Sustainable Communities Strategies (SCS). In addition to this most recent submittal for all eight San Joaquin Valley MPOs, ARB staff notes that Fresno Council of Governments submitted a technical methodology to ARB in September of 2012.

Under California Government Code section 65080(b)(2)(J)(ii), an MPO must submit to ARB its adopted SCS, including a quantification of the GHG emissions from its SCS and a determination of whether the SCS meets the region's GHG emission reduction targets established by ARB. ARB is required to review and either accept or reject an MPO's determination that its adopted SCS, if implemented, would meet the GHG emission reduction targets.

To facilitate ARB staff's review of the Valley MPOs' SCSs, ARB staff will be requesting supporting information regarding your technical methodology, its application, and GHG analysis. This is the same process ARB staff has used in its previous SCS reviews. The types of supporting information ARB staff will request are identified in ARB's July 2011 "Description of Methodology for ARB Staff Review of Greenhouse Gas Reductions from Sustainable Communities Strategies Pursuant to SB 375 (Methodology)," which is added as an attachment to this letter. ARB staff's Methodology provides the framework for the evaluation of the GHG emissions from an

SCS. It focuses on four technical aspects of transportation modeling that are central to quantifying passenger vehicle-related GHG emissions: use of appropriate modeling tools (including off-model processes), use of appropriate data and assumptions, demonstration of model sensitivity, and demonstration of consistency with related performance indicators. Also attached to this letter are the data table of the key modeling parameters and a list of the types of additional documentation that we have asked each MPO to provide.

As each MPO develops their region's SCSs, ARB staff will work with the MPO staffs to customize our approach to the review of their SCSs, taking into consideration the unique conditions and capabilities in each region. We look forward to continued collaboration as the Valley MPOs proceed with their SCS development. If you have any questions, please contact Ms. Terry Roberts, Manager of the Sustainable Communities Policy and Planning Section, at (626) 450-6182.

Sincerely,

Richard W. Corey
Executive Officer

cc: Ms. Terry Roberts, Manager
Air Quality Planning and Science Division

Tulare County Association of Governments

2009 Regional Blueprint

TCAG 2014 Regional Transportation Plan

Tulare County Regional Blueprint

May 2009

TCAG
Tulare County Association of Governments

San Joaquin Valley BLUEPRINT

face the facts: WE HAVE TO ACT!

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Chapter 1 Introduction: The Tulare County Regional Blueprint

The Tulare County Association of Governments (TCAG) has been an active participant in the development of the San Joaquin Valley Regional Blueprint. The San Joaquin Valley Regional Blueprint Planning Process is a chance to plan for the future of transportation and land use in the San Joaquin Valley to the Year 2050. The San Joaquin Valley Regional Blueprint will provide a proactive plan to help guide us down a cooperative path as a region and addresses regional issues such as land use and transportation that can't be adequately addressed on a county-by-county basis

While the issues addressed in San Joaquin Valley Regional Blueprint are large in scale and very regional, the key to Blueprints are the local jurisdictions who will implement Blueprint Principles. TCAG and its member agencies felt that it was important to prepare a **Tulare County Regional Blueprint** that clarified Tulare County's role in the Blueprint process. The **Tulare County Regional Blueprint** is a stand-alone policy document that is consistent with the San Joaquin Valley Regional Blueprint. This document represents Tulare County's local vision and goals as a participant in the San Joaquin Valley Regional Blueprint process.

We look forward to working with you on creating and implementing the policies in the **Tulare County Regional Blueprint**. We hope that the **Tulare Country Regional Blueprint** and the San Joaquin Valley Regional Blueprint make our region competitive statewide in future funding that is tied to regional planning. We also look forward to seeing the principles found in this document put into practice by our local land use authorities.

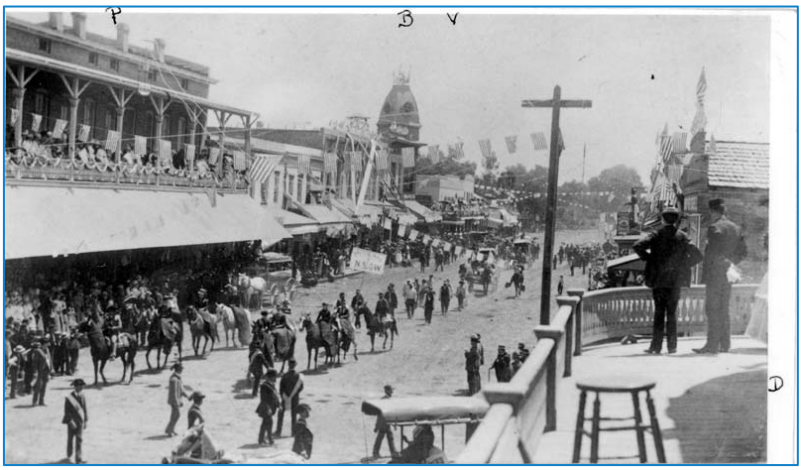
Chapter 2 Tulare County: A Brief History

Tulare County, California is one of the largest counties in the great and fertile San Joaquin Valley. Geographically it is situated about midway between San Francisco and Los Angeles, the two principal cities of the Pacific Slope.

The county, with vast mountain masses covering nearly half of its area on the eastern side and the balance of its expanse a level and remarkably fertile plain, originally extended from Mariposa County, on the north, to the Los Angeles County line, on the south, and from the summit of the Coast Range Mountains, on the west, to the summit of the Sierra Nevadas on the east.

Created in 1852 at the same time Siskiyou and Sierra counties were designated, the large area was maintained until 1856, when Fresno County was created from territory taken from Tulare, Mariposa and Merced counties. In 1861 part of the eastern territory was cut off and joined with parts of Fresno, Mariposa and Calaveras in forming Mono County. Kern County, cut from the southern part of Tulare, was originated as Buena Vista County in 1855, but was not officially termed Kern until 1866. All that portion of Tulare lying east of the Sierras, with a portion of Mono, was set apart for Coso County in 1864, the name being changed to Inyo County in 1866. In 1872 the southern boundaries of Tulare and Inyo were changed by placing them on the sixth standard parallel south of Mount Diablo, thus drawing a direct line across the state, which still forms the northern boundary of San Luis Obispo, Kern and San Bernardino counties. In 1874 the Fresno-Tulare line was re-formed,

placing the boundary along township and section lines rather than along the mountain ridges as theretofore. In 1875-76 another slight change in the Fresno-Tulare line was made, returning to Fresno five square townships, this boundary continuing to the present time. In 1893 Kings County was created from the western part of Tulare.



Within the confines of Tulare County are now 4,863 square miles, or 3,158,400 acres. Were the state of Connecticut lifted bodily from the Atlantic Seaboard and transported westward, it could be set down in California, but it would not quite succeed in covering Tulare County.

The county has an interesting historical aura which dates back to 1770. The first Americans to visit the valley came after 1800. The settling of the country about Visalia, the creation of the county, the struggles of the early settlers, the wars with the Indians, and the growth and development of the country present an interesting story which can be found in a number of the published histories for the county.

Chapter 3 Choosing Our Future

Tulare County is facing a number of challenges – from traffic and air pollution to the effects of a growing population – that we must live with every day. Starting now, it is critical that we have a plan to improve and maintain our quality of life. We do not have to continue down a road that isn't making our communities healthy and productive. We have a small window of opportunity to turn things in a positive direction. If we start now, we can work together to apply solutions to the big problems that impact everyone's quality of life every day.

Key Challenges

Why it's important to act now

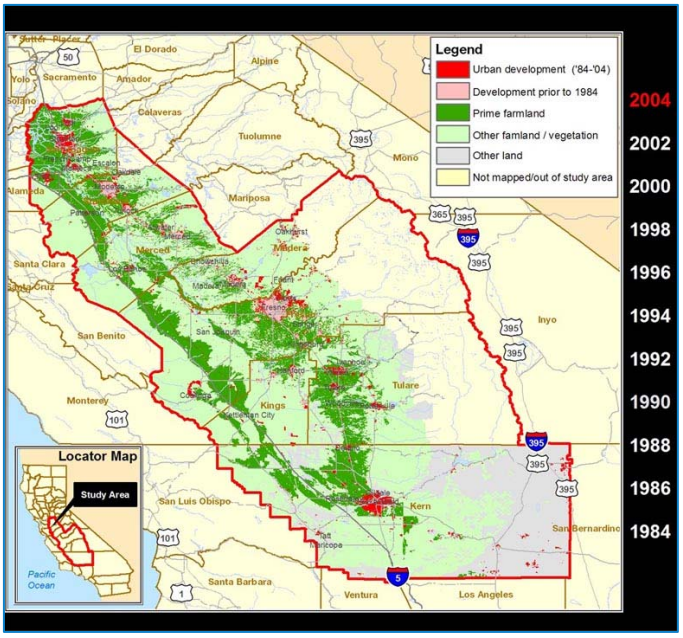
- Negative Trends – San Joaquin Valley
  - 74% of the 115,000 acres of land urbanized in the Valley from 1990-2004 was agricultural land
  - 70%+ of all urban development occurred on prime, unique, or farmland of statewide importance in the five Valley counties
  - According to the Public Policy Institute of California, 55% of South Valley residents report they or a family member have asthma
  - According to the Institute for Economic and Environmental Studies, $3 billion/year is spent on health problems caused by air pollution in the San Joaquin Valley
  - 118% increase in traffic delays in Fresno and Kern counties from 1999-2002
  - 16.3% average Valley unemployment rate (April 2009) is higher than the state average (10.5%) and among the highest in the U.S.

- Negative Trends – Tulare County
  - Loss of high-quality agricultural land
  - Health problems due to poor air quality
  - Increased traffic congestion

Population growth

The San Joaquin Valley faces major challenges. One concerns how to handle future growth. Population in the Valley is expected to nearly triple by 2050, from 3.6 million to 9.4 million people, the equivalent of adding 11 new towns the size of Fresno to the area. Tulare County is expected to grow to over 1,00,000 residents by 2050, well over doubling its current population.

This population growth will place increasing pressure on our Tulare County's unique and fragile environment along with our transportation system.



Development on agricultural land

Productive agricultural land is a finite and irreplaceable natural resource. Along with the agricultural products that Tulare County's agricultural land provides, it also supplies products that have substantial cultural and ecological importance. These values can be both immediate and long-term. The immediate values are social heritage, scenic views, open space and community character. The long-term environmental benefits include wildlife habitat, clean air and water, flood control, ground-water recharge and carbon sequestration.

Traffic congestion

Traffic congestion, a condition of traffic delay, occurs when the number of vehicles using a roadway exceeds the design capacity. Rapid growth in urban areas contributes to traffic congestion as the area grows faster then the overall capacity of the transportation system. The resulting slow-downs negatively impact the residents and the businesses through impacts on air quality, quality of life and business activities. Road-building attempts to ease congestion have only been temporarily effective. Transportation costs, for the average American, outweigh health care, education and food cost.

If We Don't Act...Negative Trends Continue to 2050

Without some drastic changes, we should expect these negative trends to continue or become worse in Tulare County.

If We DO Act…A Positive Outlook for 2050

In using our Blueprint planning process in Tulare County, we have learned that our community does not want to continue on its current path of development, but wants to see our future growth preserve our precious environmental and agricultural lands, focus development in urban centers and connect these centers with transportation corridors that provide more mobility.

THE FACTS: Positive Outlook

73% of us love where we live[10]

50% lower housing costs than the Bay Area[11]

25 nearby national and state parks, forests, and wildlife refuges

150 YEARS of proud agricultural heritage[2]

6 OF THE TOP 10 agricultural counties in CA are in the San Joaquin Valley[3]

$15.8 BILLION or half of the state's total agricultural production comes from the San Joaquin Valley[4]

For sources of facts and figures, visit www.valleyblueprint.org

Through workshops and live-interactive surveys, the residents, business leaders and elected officials of Tulare County worked together to envision a future that is overwhelmingly different from where we are today. A future where Tulare County is recognized as a world-class place to live, learn, work and play. A future where people with diverse backgrounds and talents come together to enhance a global economy that rivals the greatest cities in the world. A future where the natural beauty and other amenities that are unique to our region are enjoyed by all. A future where we consume less land, preserve more precious environmental resources, create more distinctive places to live and provide more travel choices.

Chapter 4 Tulare County Vision

The Vision Statement was accepted by the TCAG Board in July 2007. The Vision Statement provides a general overview of the goals and ideals driving the Blueprint process. While creating the vision, TCAG held a series of public meetings aimed at trying to capture a comprehensive vision statement that represented Tulare County. Meetings were held many community/town councils, service clubs, residents, and the Board of Supervisor during this phase of the blueprint process. The accepted vision statement shown below represents the result of that public outreach.

Accepted Vision Statement

To preserve and enhance the Tulare County region's unique features- its vibrant and culturally-diverse communities, its rivers, farmland, mountains, recreational opportunities, natural areas, and national parks. To promote sustainability through a well trained and educated workforce, and a healthy and diverse economy. To ensure that the urban and rural areas of the County are thriving and residents can enjoy a well-planned, well-designed, and maintained land use structure and transportation system that offers a variety of housing choices, mixed uses, and numerous ways to get from place to place.

Chapter 5 Local Goals and Objectives

Background

The Tulare County Blueprint Goals and Objectives were accepted by the TCAG board on August 27, 2007. TCAG worked in conjunction with planning staff from member agencies to formulate the Goals and Objectives. The vision outlined in the Blueprint Vision Statement helped shaped the direction of the Goals and Objectives. Ideally, the Goals and Objectives give policy suggestions that would help reach the aspirations outlined in the Vision Statement.

The Goals and Objectives were purposely developed in a way that would give the cities and the county the opportunity to be flexible in their attempts to implement the Goals and Objectives. It is likely that the cities and county will use different methods to achieve many of the goals found within this document, and TCAG wants to ensure that they are able to do so. As the local Blueprint process progresses, these Goals and Objectives may be changed to better fit the vision of member agencies.

Air Quality

Air Quality Vision: Clean air for our residents and our economy.

GOAL: Improve quality of life by allowing Tulare County residents to enjoy clean air.

Objectives:

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. Place 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. Improve transportation mobility, goods movement, and public transportation.

5. Educate the public to have a better understanding of air quality issues and their solutions.

GOAL: Achieve United States Environmental Protection Agency standards for 8-hour ozone and $PM_{2.5}$ by the current attainment date, or earlier if practicable.

GOAL: Expand awareness of the need to reduce greenhouse gases and incorporate the latest scientific information into planning efforts. (Fresno COG)

Transportation

Transportation Vision: Residents will have the opportunity to utilize multiple types of efficient transportation.

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.

Objectives:

1. Improve mobility through more efficient land use patterns that will reduce single-occupant trip generation and support use of alternative modes.

2. Implement the Regional Transportation Plan in an efficient and cost-effective manner.

3. Give priority to serving regional roadway and transit investments in smart growth opportunity areas while recognizing the need for transportation improvements elsewhere in the region.

4. Develop a network of fast, convenient, high-quality transit services that are competitive with the cost and time to drive alone during peak periods.

5. Improve communication and coordination regarding transportation issues with tribal governments.

GOAL: Establish connected, multi-purpose trail and bikeway systems that facilitate walking and biking as a viable mode of transportation and recreation.

Objectives:

1. 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.

GOAL: Provide a system of regional roads that efficiently and effectively transports goods and people within Tulare County and facilitates transportation throughout larger regions in the state.

Objectives:

1. Implement the Route 99 Corridor Master Plan in Tulare County.

2. Improve safety and capacity of vital east-west corridors.

3. Implement Intelligent Transportation System technologies to assist the region in achieving mobility goals.

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.

Objectives:

1. Ensure that the high-speed rail system, if implemented, supports Tulare County in achieving its economic, environmental, land use, and mobility goals.

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

Land Use/Urban Form

Land Use Patterns/Urban Form Vision: Creating sustainable communities that promote a positive image.

GOAL: Create land use patterns that are connected, sustainable, and efficient that positively contribute to the quality of life for Tulare County residents.

Objectives:

1. Direct future population and job growth closer to existing and planned job centers and public facilities to preserve open space and important agricultural resources and to make more efficient use of existing urban infrastructure.

2. Integrate the development of land use and transportation, recognizing their dependence.

3. Increase coordination among local General Plans to support and promote regional consensus on future land use that identifies appropriate areas for growth and development, contributes to the conservation of important agricultural and natural resources, facilitates improvements in transportation, air quality, and energy, and advances the sustainability of the region.

4. Define regional infrastructure and develop a process for monitoring the performance and adequacy of regional infrastructure and determining future needs.

5. Minimize the proliferation of ranchette development on important farmland.

6. Protect agricultural areas, waterways, open space, high-value habitat, and other natural systems.

GOAL: Create safe, healthy, walkable, and vibrant communities that are designed to be accessible to people of all abilities and protect public health and safety.

Objectives:

1. Facilitate redevelopment and infill development and place high priority on public facility investments that support compact, mixed-use, accessible, walkable neighborhoods that are conveniently located next to transit.

2. 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.

GOAL: Facilitate land use patterns that positively contribute to the economic environment in Tulare County.

Objectives:

1. Establish a four-year public university in Tulare County.

2. Promote the region as a business and tourism destination and focus on growth of target industries with comparative advantages.

3. Foster a dynamic business climate, including training resources and other small business support programs, to encourage and support entrepreneurs.

GOAL: Provide an adequate, cost-efficient, and reliable quality water supply to sustain a high quality of life and a world-class agricultural sector while protecting and enhancing the environment.

Objectives:

1. Strengthen levees in the region to safeguard water quality and quantity and to provide flood control.

2. Develop and/or implement programs and projects that promote water conservation, augment surface water and groundwater banking storage, provide adequate emergency storage and carryover needs, and add treatment capacity to satisfy treated water needs.

3. Participate in Integrated Regional Water Management Planning that addresses all components of the hydrologic cycle for all Tulare County watersheds.

Housing

Housing Vision: A variety of housing options available to all income, age, and cultural groups.

GOAL: Provide a variety of affordable and quality housing choices throughout the region for people of all income levels and abilities.

Objectives:

1. Promulgate and promote adoption of community design guidelines that will ensure strong neighborhoods, increase efficiency by promoting green building practices, integrate housing with jobs and schools, improve mobility and health by promoting walking and biking, improve air quality by reducing trip generation, and increase infrastructure cost-effectiveness through efficient land use.

2. Increase the overall average density of new development.

3. Ensure safe and healthy communities that provide a variety of housing types with increased opportunities for home ownership.

4. Provide incentives for local jurisdictions to meet their housing needs.

5. Provide an adequate supply of housing for our region's workforce and adequate sites to accommodate business expansion and retention to minimize interregional and long distance commuting.

6. Conserve and rehabilitate the existing housing stock, while minimizing the displacement of lower income and minority residents as redevelopment and revitalization occurs.

Agriculture

Agriculture Vision: Protected agricultural lands.

GOAL: Promote the long-term preservation and productivity of agricultural lands.

Objectives:

1. Preserve important farmlands by making more efficient use of existing urban infrastructure.

2. Minimize the proliferation of ranchette development on important farmland.

3. Expand agricultural and urban water/energy use efficiency programs.

4. Promote the use of biomass for fuel and energy production.

Natural Areas/Habitat

Natural Areas/Habitat Vision: Protected scarce and finite resources.

GOAL: Preserve natural areas and open space.

Objectives:

1. Preserve and maintain natural systems, waterways, open space, biological communities, and species native to the region.

2. Promote fire management techniques that conserve biological resources, reduce hazards to humans and their property, and enhance wildlife habitat.

3. Develop linear parks and biking/walking trails through conservation easements.

4. Establish an interconnected network of open spaces and natural areas, such as greenways, wetlands, parks, forest preserves, and native plant vegetation, that allows for biological migration, naturally manages storm water, reduces flood risk, and improves water quality.

Chapter 6 Preferred Growth Scenario

Background

The Preferred Growth Scenario was created by developing a number of growth guidelines that were used as inputs in the UPLAN model. TCAG sought the input from hundreds of residents and the city councils from each of the member agencies when creating these guidelines. Ultimately, six key guidelines were agreed upon to guide the Preferred Growth Scenario creation process. Those guidelines are:

- Increased Densities
- Establish Light Rail
- Extend Highway 65
- Expand Transit
- Maintain Urban Separators
- Encourage Growth in Urban Areas

These guidelines were considered when using UPLAN and influenced the placement and density of future growth in the county. The guidelines produced a scenario that would result in a more efficient and connected county than would be expected if the county were to continue to develop in a “status quo” fashion. The map and guidelines found in this section were created to paint a picture of the potential direction the county could be headed in the future and are not intended to act as a land use map or policy document.

Preferred Growth Scenario Principles

Increase densities county-wide by 25% over the status quo densities.

Establish light rail between cities.

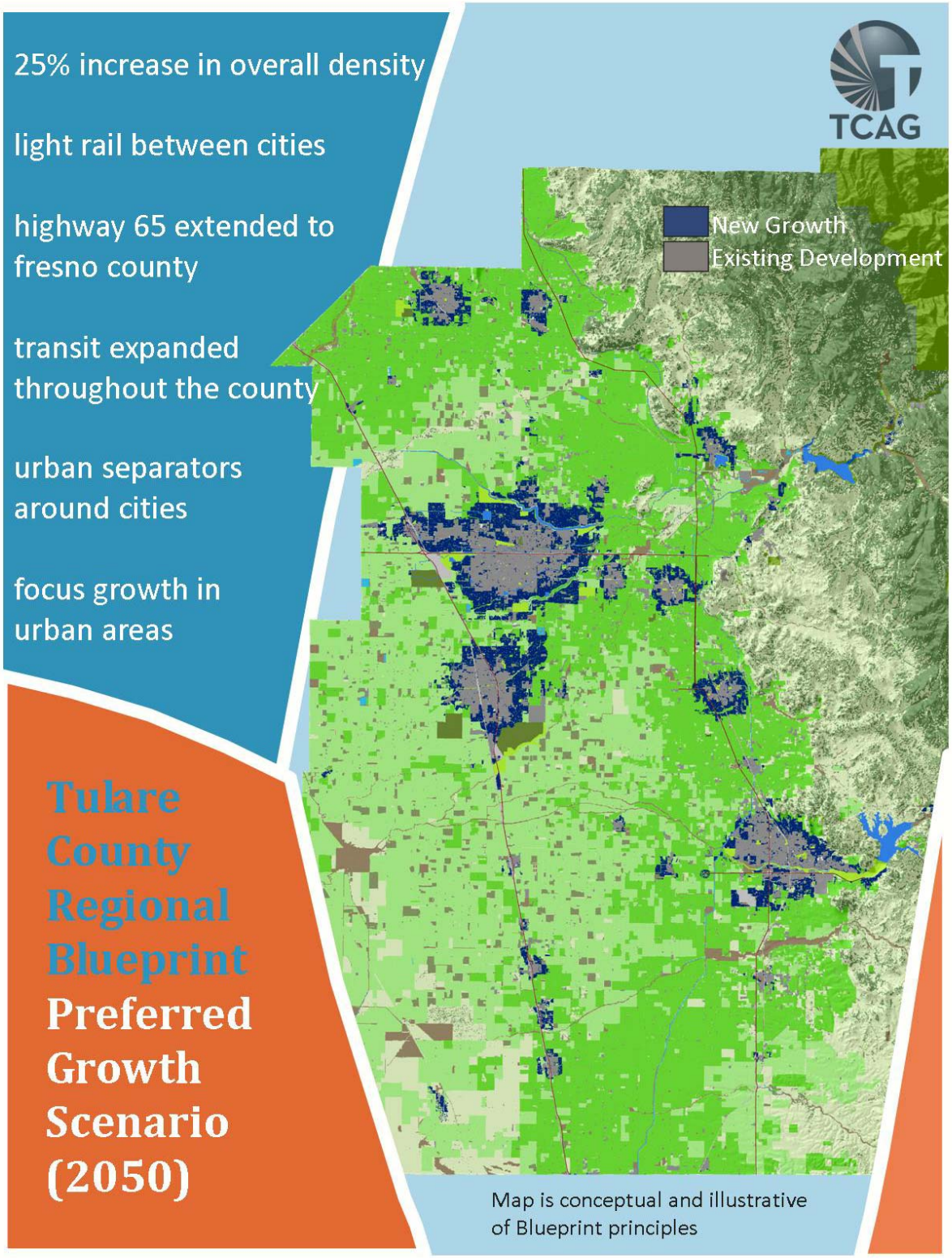
Extend Highway 65 north to Fresno County.

Expand transit throughout the county.

Maintain urban separators around cities.

Growth would be directed toward incorporated cities and communities where urban development exists and where comprehensive services and infrastructure are or will be provided.

Preferred Growth Scenario Map



Chapter 7 Next Steps

TCAG continues to work with other Valley agencies on the Regional Blueprint. Following the adoption of the Local and Regional Blueprint, TCAG will work with member agencies to implement many of the goals and objectives found in those two documents. Both of these documents are meant to assist member agencies in securing future grant funding opportunities.

Tulare County Association of Governments

Regional Greenprint

TCAG 2014 Regional Transportation Plan

San Joaquin Valley Greenprint Data Supplement for SCS Planning And Impact Assessment

3/25/2013

This document is intended to provide a series of maps that can be used in combination with SCS plans to evaluate the spatial impact of those plans on some of the natural resources in the San Joaquin Valley region. This document has two parts: first, a description of the recommended way to use each of the datasets provided; and second, a brief description of each dataset and how it was produced.

Section 1 – Suggested use of San Joaquin Valley Greenprint compiled data for SCS impact assessments

These data are already publicly available, and may have been used in the initial SCS planning efforts in your region. However, they are provided here primarily as an opportunity for planners and consultants to determine what the spatial impacts of preferred and alternate development plans might be after the SCS plans have been developed. We suggest that the spatial maps of SCS plans be overlaid with each of these GIS layers in turn, the amount of impact from different growth policies be shown in a table. In this way, a rapid comparison of impacts between scenarios, and for a preferred scenario can be identified. In turn these impacts (in acres) may eventually be able to be tied to carbon accounting, when carbon values for the resources identified are quantified. Each dataset has a field called "SJVGreen" that contains the categories of interest for summarization.

The resulting table can look something like this:

Impact Analysis for the SCS plan of County X		
Layer	SubType	Acres
Prime, Statewide, Unique		120,000
	Prime	60,000
	Statewide	40,000
	Unique	20,000
Grazing		100,000
Groundwater Recharge		75,000
Riparian		25,000
Vernal Pools		50,000
	Present	10,000
	Present with disturbance	30,000
	Former	10,000
Critical Habitats		8,000
Soil Salinity		2,000
	Moderately Saline	1,000
	Strongly Saline	1,000

Note that the SJV Greenprint project does not endorse the use of these data layers for an authoritative projection of the impacts that cities and counties will be required to mitigate for. This is because the maps provided may be out of date, or may not have captured all the elements that a parcel-level inventory (as typically conducted as part of environmental mitigation) may find.

Section 2 – Description of the datasets provided

This section identifies six GIS layers that are provided for use in the impact assessment, and two additional datasets that are still under evaluation.

The data is accessible at:

http://plone.ice.ucdavis.edu/sjvgreenprint/scs-data/sjv-greenprint-data-for-comarison-of-scs-scenarios

The themes for these datasets are:

Currently Available
Prime, Statewide, and Unique Importance Farmlands
Grazing Lands
Groundwater Recharge Areas
Hardwoods
Vernal Pools
Critical Habitats
Saline Soils
Under Review
Riparian

For each of the layers, the paragraph below describes where the data to make the map came from, and how it was reviewed and compiled. In each case the data are from recognized national or state publications, and can reasonably be expected to be used in mitigation assessments. This means that the data are also useful in estimating impacts from preferred and alternate plans of urban development and transportation that are the result of the planning process for SCS. However, in many cases we simplified categories within the maps. This is because in some cases several maps were combined to create the layer provided here.

Prime, Statewide, and Unique Importance Farmlands AND Grazing Lands
Agricultural land, whether high capability crop lands or grazing and ranching lands are a key component to both the San Joaquin Valley's economy and its identity. Protecting space that supports both of these is a priority for the Sustainable Community Strategies across the San Joaquin Valley. These dataset

provide us with a basic outline of the lands that are of high importance for protecting and enhancing the regions agricultural identity and economy.

Because grazing lands and farmlands were both identified in the input maps, these two categories are combined into the single GIS layer provided here. These are two independent datasets both derived from the 2010 Farmland Mapping and Monitoring (FMMP) dataset produced by the Division of Land Resource Protection in the California Department of Conservation. These two datasets are the result of merging the FMMP datasets for all 8 San Joaquin Valley Counties into a single dataset, reprojecting it to California Albers NAD83, and then extracting the polygons with "polygon_ty" (polygon type) in 'P', 'S', or 'U' into the dataset called "Prime_Statewide_Unique_Farmland.shp" and "polygon_ty" = 'G' into "Grazing.shp". The following table lists the landcover types in the GIS layer, which can be analyzed as shown in the table in the first section.

Dataset	Polygon_type	Name
Prime_Statewide_Unique_Farmland.shp	P	Prime Importance Farmland
Prime_Statewide_Unique_Farmland.shp	S	Statewide Importance Farmland
Prime_Statewide_Unique_Farmland.shp	U	Unique Importance Farmland
Grazing.shp	G	Grazing

Groundwater Recharge Areas

The San Joaquin Valley is a water limited region. Surface water availability can vary widely on an annual basis making ground water an essential component of the region's water supply. Implicit in this is the need to protect areas that contribute to recharging groundwater supplies.

This dataset was derived by the California Water Institute from the NRCS SSURGO and STATSGO datasets based primarily on drainage class. Additional criteria based on slope and Storie Index were also used for some soil categories. This dataset is has only a single category indicating that the area is a likely recharge zone.

Hardwoods

Oak woodlands and other hardwood forests provide rich habitat for a wide range of species, both common and threatened or endangered. These oak woodlands serve as a transition and connectivity space between the valley floor and the higher elevations surrounding the Valley. As such they serve as a critical linkage for species, and are an opportunity area for developing guidance for creating compatibility between multiple uses.

Several datasets were compared to aerial imagery to determine which one to use for a hardwood range map. These datasets were: A) the 2002 FRAP (State Department of Forestry and Fire Protection's Fire and Resource Assessment Program) Best available multi-source land cover; B) the 1990 FRAP Hardwood Rangeland Vegetation; C) the 2006 National Land Cover Database (NLCD 2006); and D) the 2010 California Augmented Multisource Land Cover Map (CAML), a UC Davis product. The 2002 FRAP Best

available multi-source land cover dataset was selected because it best matched the patterns seen in aerial imagery for hardwood woodlands and forests.

The following California Wildlife Habitat Relationship System (WHR) landcover categories from the FRAP map were combined to create our hardwoods coverage: Blue-Oak-Foothill Pine (BOP), Blue Oak Woodland (BOW), Coastal Oak Woodland (COW), Montane Hardwood-Conifer (MHC), Montane Hardwood (MHW), Montane Riparian (MRI), Ponderosa Pine (PPN), Valley Oak Woodland (VOW), and Valley Foothill Riparian (VRI).

Vernal Pool Complexes

Vernal pools, gathered into groupings called complexes, are one of the most protected systems in the San Joaquin Valley. They are home to species that are listed under both the State and Federal Endangered Species Acts. Any further degradation to vernal pool habitats will be subject to intense scrutiny and will require costly mitigation.

The Great Valley Vernal Pool Distribution GIS shapefile was created by Dr. Robert Holland and the Placer Land Trust. It contains coverage of vernal pool habitats for the baseline period (1976-1995), 1997, and 2005. We used the 2005 data since it is the most recent. The original dataset had 9 vernal pool types that we condensed into 3 categories using the following crosswalk. Note that the 2005 map has some polygons that are labled 'Not Used'. These represent areas that were not resurveyed, and we were recommended to use the 1997 attribute for those locations.

Vernal Pool Type	Description	Category
Cut-outs	e.g. a cultivated field surrounded by habitat	Present
Low Density	Pools are small, widely and patchily scattered. At least 2 and usually 5 or more pools within the delineated vernal pool complex	Present
Medium Density	Pools are larger, more numerous, and more pervasively scattered, although still patchy within the delineated vernal pool complex	Present
High Density	Pools are all sizes and numerous. Pools are distributed over the entire delineated vernal pool complex. Also includes large, isolated playa-like pools	Present
Cultivated	Pools are present and persist in spite of cultivation, usually of dry-farmed hay or grain or in mowed areas adjacent to runways and landing strips	Present with Disturbance
Low Density with Disturbance	Obvious signs of disturbance	Present with Disturbance
Medium Density with Disturbance	Obvious signs of disturbance	Present with Disturbance
High Density with Disturbance	Obvious signs of disturbance	Present with Disturbance
Former Habitat	Former habitat now extirpated	Former Habitat

Critical Habitats

Critical Habitats are areas defined under the US Endangered Species Act(ESA) as essential to the recovery of species listed under the ESA. Development or disturbance of lands within these designated critical habitats will be costly and require substantial mitigation if it is feasible at all.

This dataset was created by combining all available Critical Habitat datasets (as required for species recovery plans under the US Endangered Species Act) from the USFWS Critical Habitat Portal (http://criticalhabitat.fws.gov/). The boundaries were then dissolved to provide a single layer indicating whether an area is in at least one critical habitat definition.

Saline Soils

Saline soils represent potential locations where new urban growth would not adversely affect other resources in the valley. Therefore, saline soils can potenially be used in the opposite manner from other datasets in this collection, in that urban development on these lands is less likely to encounter regulatory requirements.

The Saline Soils dataset provided is the result of an analysis done by the soil scientists at the Davis offices of the US Department of Agriculture, Natural Resource Conservation Service. The soil scientists wish to make it clear that while this is the best available information for planning purposes, but that the SSURGO dataset from which it is derived has been created from many data sources and with evolving methods. There are likely locations where the soil is either more saline than indicated or less for a variety of reasons including changes to the soil chemistry or error in mapping and measuring soil properties.

The dataset is classified into the following categories of salinity as measured through the use of electrical conductivity.

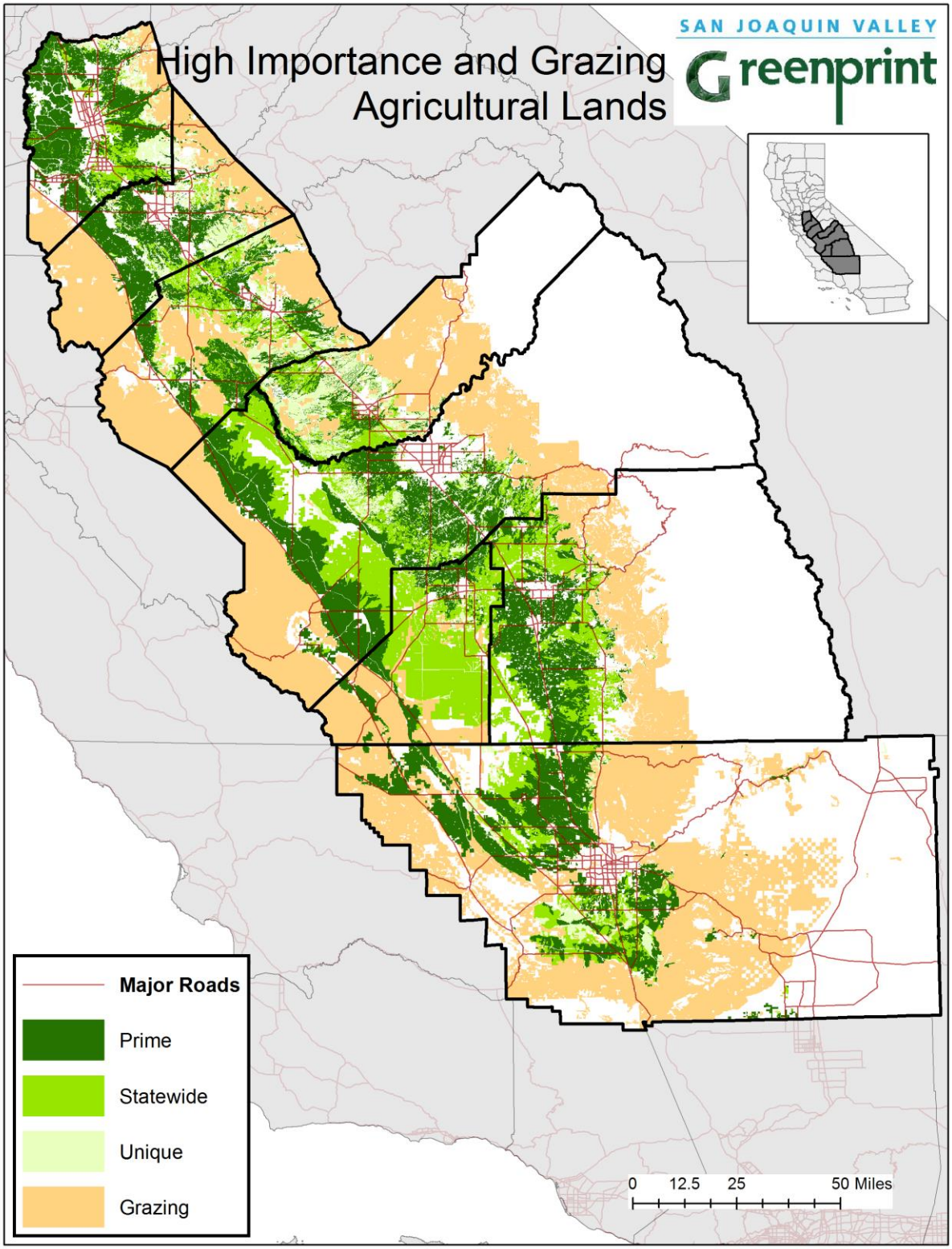
Classes	Electrical Condutivity (mmhos cm^{-1})
Moderately saline	≥8-16
Strongly saline	≥16

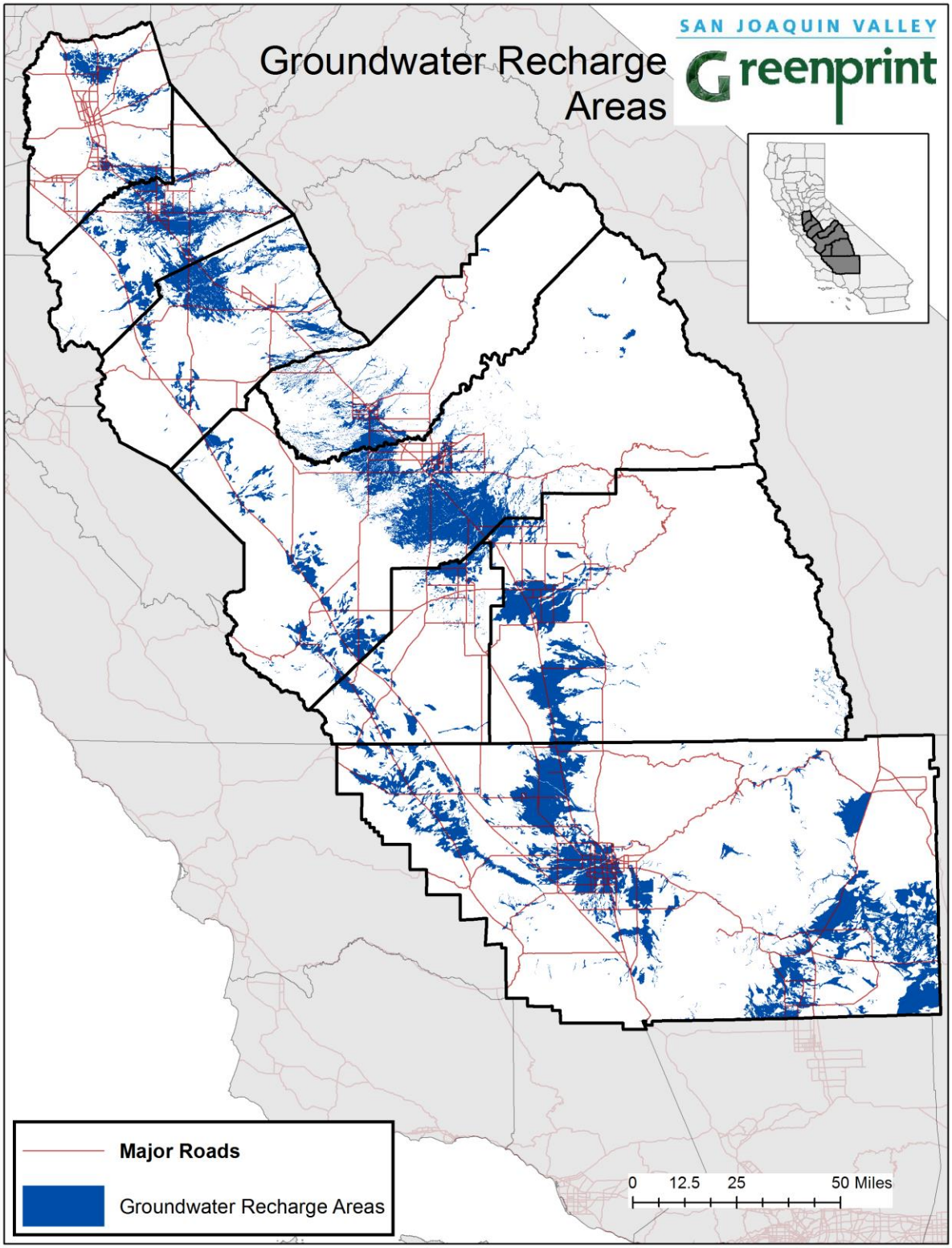
Riparian: Data only available for limited part of the San Joaquin Valley

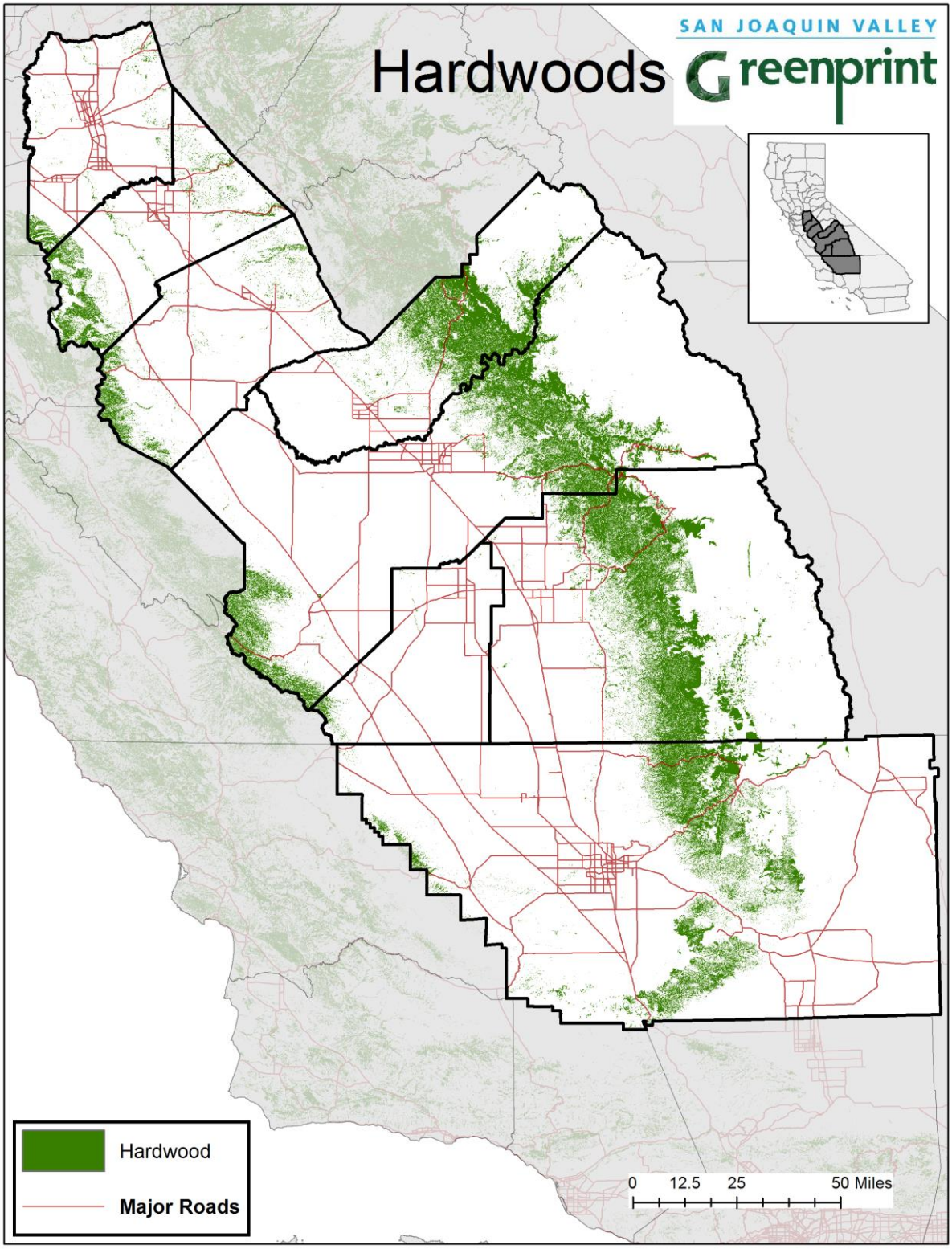
Like hardwoods, riparian areas are home to, preferred foraging grounds, and preferential dispersal habitats for many animal species. These lands also provide a wide variety of ecosystem services including (but not limited to) flood mitigation, groundwater recharge, water filtration, species habitat, foraging, movement, and reproduction, and scenic and recreational uses.

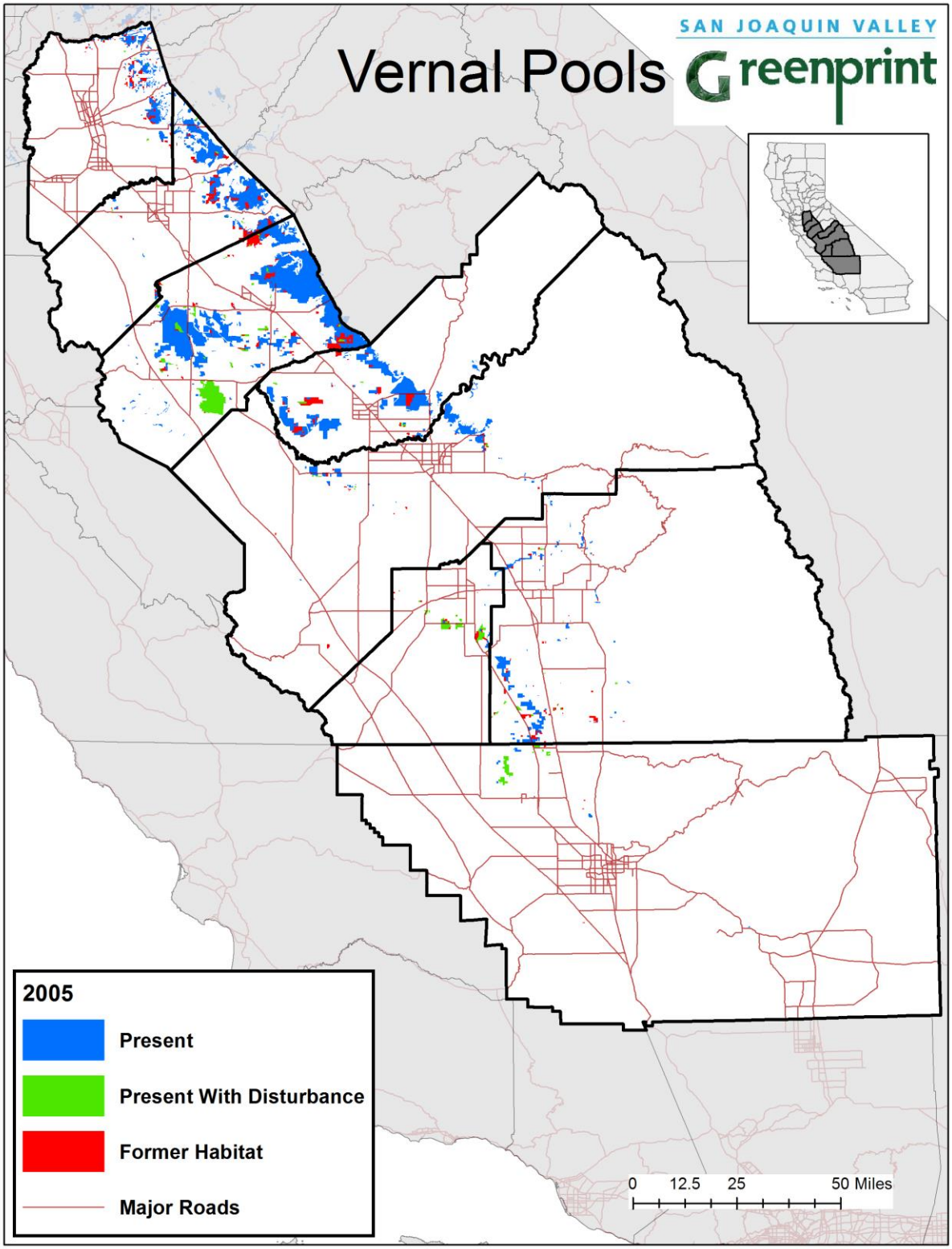
On review of the available data there does not appear to be either a single sufficient dataset, or an appropriate combination of other available datasets that can be used that does not have either gaps in the data, or classification problems that render the data inappropriate for use. Suitable data is available for a subset of the area relating to the delta, but our opinion is that having a dataset for examination by the RTP/SCS process that does not cover the entire area is problematic. Notable areas of missing data include the Sierra Foothills and most of the Southern San Joaquin Valley. We include the data available with the caveat that where no riparian is mapped does not mean that no riparian is present.

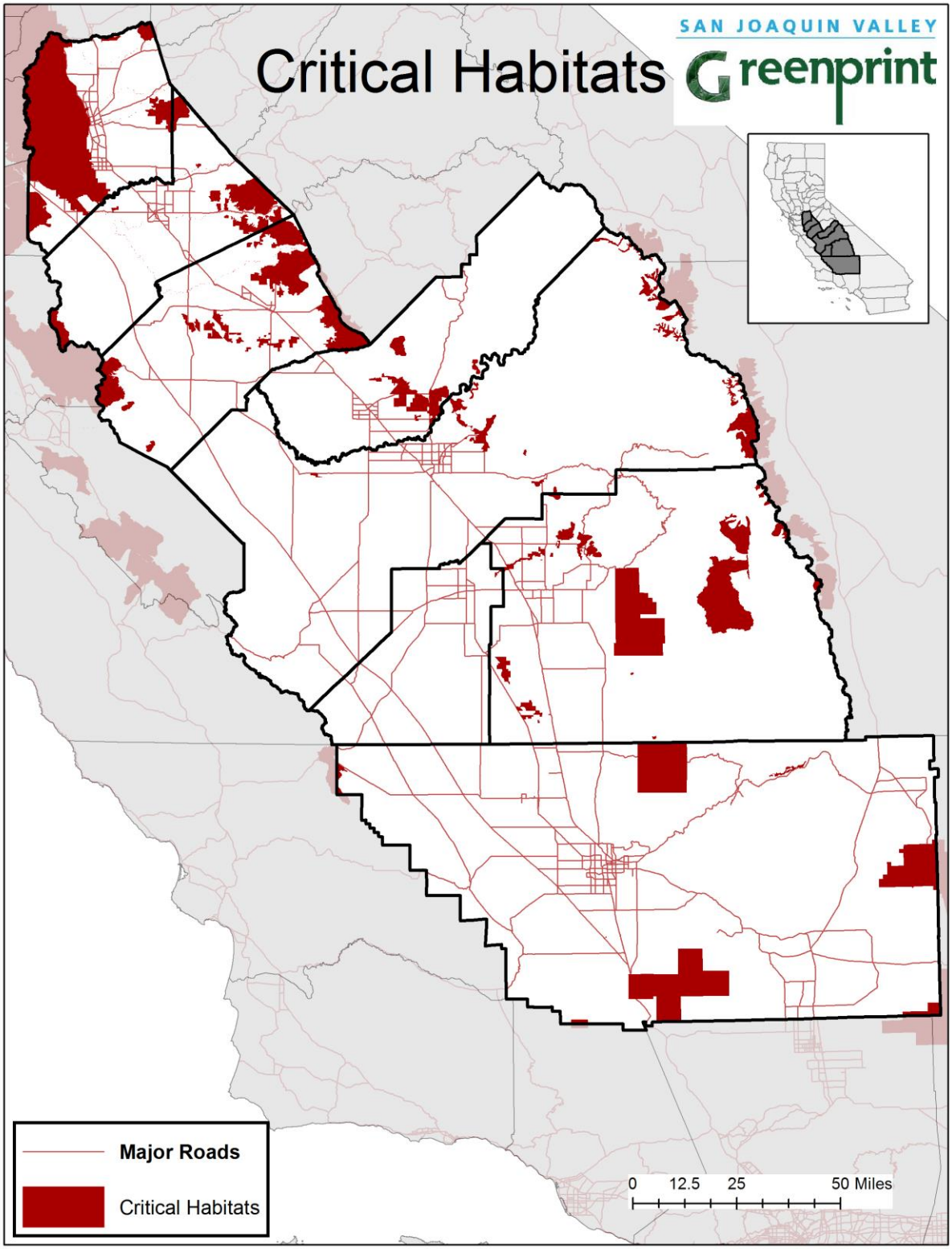
Graphics:

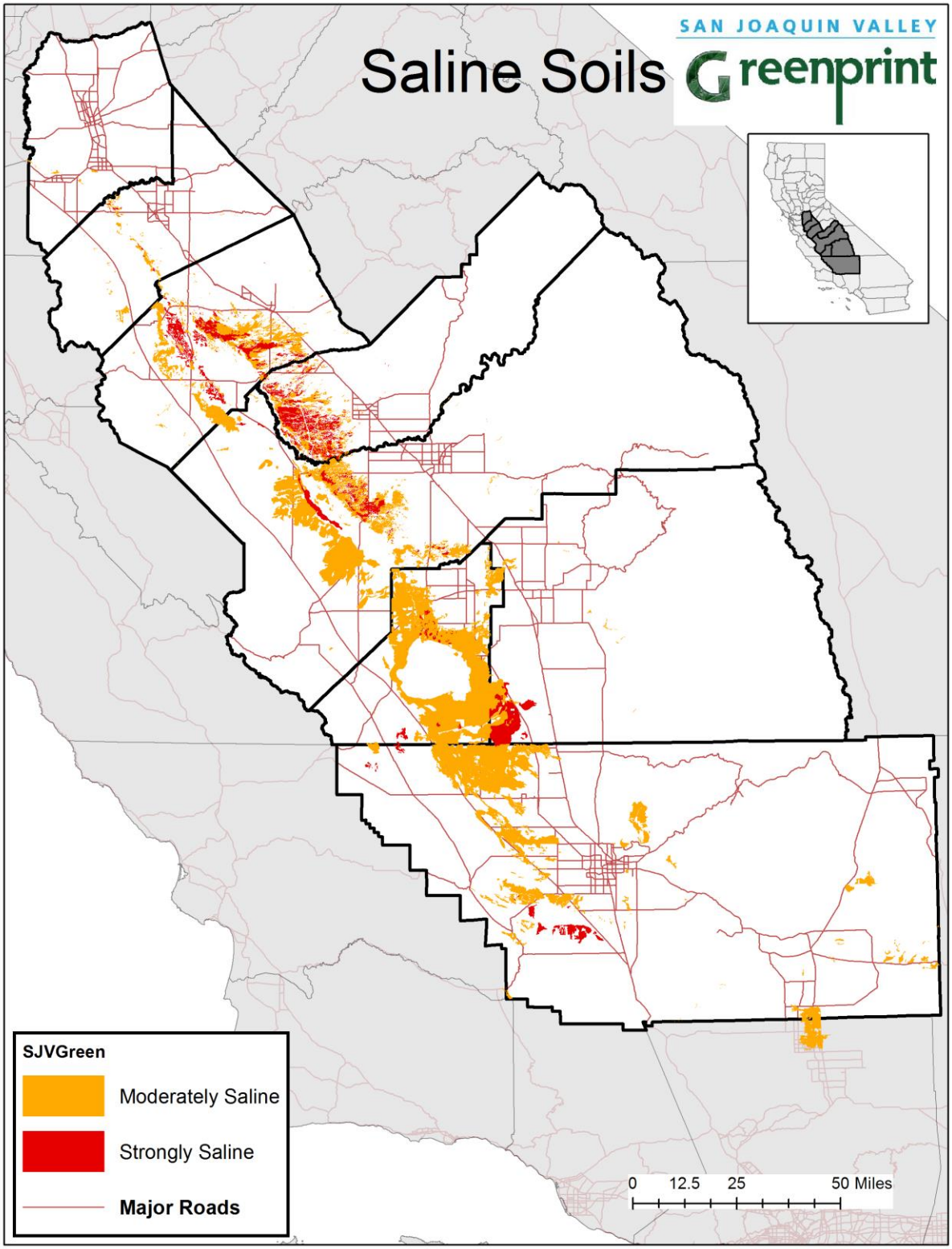

High Importance and Grazing Agricultural Lands
SAN JOAQUIN VALLEY
Greenprint
Major Roads
Prime
Statewide
Unique
Grazing
0
12.5
25
50 Miles


Groundwater Recharge Areas
SAN JOAQUIN VALLEY
Greenprint
Major Roads
Groundwater Recharge Areas
0 12.5 25 50 Miles


SAN JOAQUIN VALLEY
Hardwoods Greenprint
Hardwood
Major Roads
0 12.5 25 50 Miles


SAN JOAQUIN VALLEY
Vernal Pools Greenprint
2005
Present
Present With Disturbance
Former Habitat
Major Roads
0 12.5 25 50 Miles


SAN JOAQUIN VALLEY
Greenprint
Critical Habitats
Major Roads
Critical Habitats
0
12.5
25
50 Miles


SAN JOAQUIN VALLEY
Saline Soils
Greenprint
SJVGreen
Moderately Saline
Strongly Saline
Major Roads
0
12.5
25
50 Miles

Tulare County Association of Governments

Federal Transportation Improvement Program

(Under Separate Cover)

TCAG 2014 Regional Transportation Plan

Tulare County Association of Governments

Bicycle Plan

(Under Separate Cover)

TCAG 2014 Regional Transportation Plan