

2018

RTP

Regional Transportation Plan
and Sustainable Communities Strategy

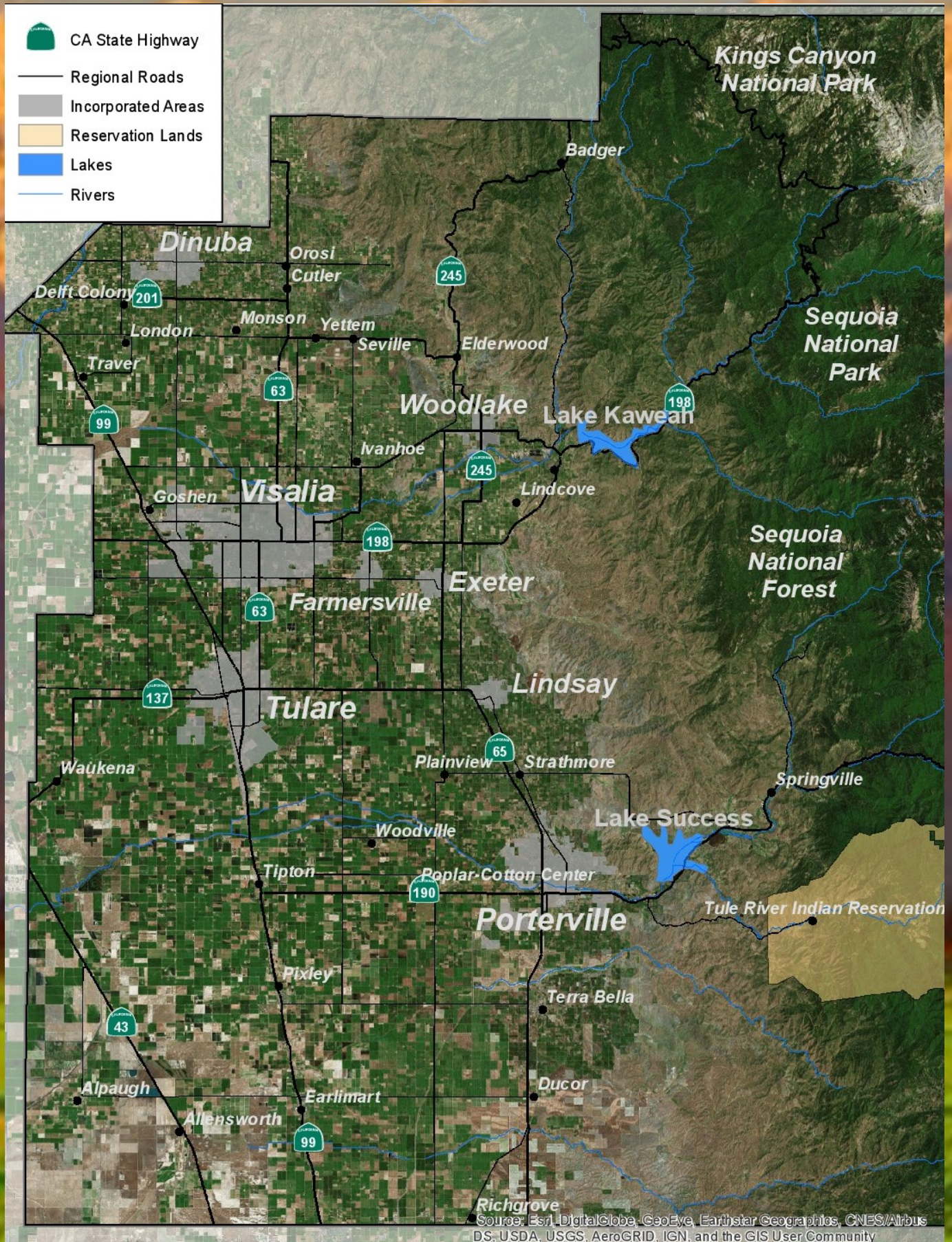


Tulare County Association of Governments

Executive Summary



The Tulare County Region



What is the RTP?



What is the Regional Transportation Plan?

The Regional Transportation Plan is a long range plan that every Metropolitan Planning Organization (MPO) is required to complete. The plan is meant to provide a long-range, fiscally constrained guide for the future of Tulare County's transportation system. The long range plan extends to the year 2042 in its scope. The plan accomplishes its goals by forecasting future growth, identifying regional priorities, and planning for infrastructure improvements. This plan is required to include four elements; those elements include: the policy element, the sustainable community element, the action element and the financial element. These elements have been mandated by law, but do not keep MPOs from including more elements to their plan depending on local characteristics. Tulare County's 2018 RTP/SCS also includes chapters on goods movement and valley wide characteristics in addition to the required plan elements. The RTP/SCS is not the only plan in effect dealing with transportation issues, but is the holistic plan that integrates more specific plans into a larger framework for the county.

The Process

Collect Data & Develop Goals



Analyze Existing Conditions



Input Federal Planning Factors



Input State Performance Measures



Assess Financial Resources



Develop Project List



Coordinate Air Quality Efforts



Regional Housing Needs Allocations



Develop Draft Plan Document



Develop Environmental Impact Report



TCAG Board Approval



Federal Conformity Determinations



Cartmill Avenue and SR-99 Interchange. Plans for this project were begun in a previous RTP/SCS.

Public Outreach

TCAG RTP Public Outreach Efforts

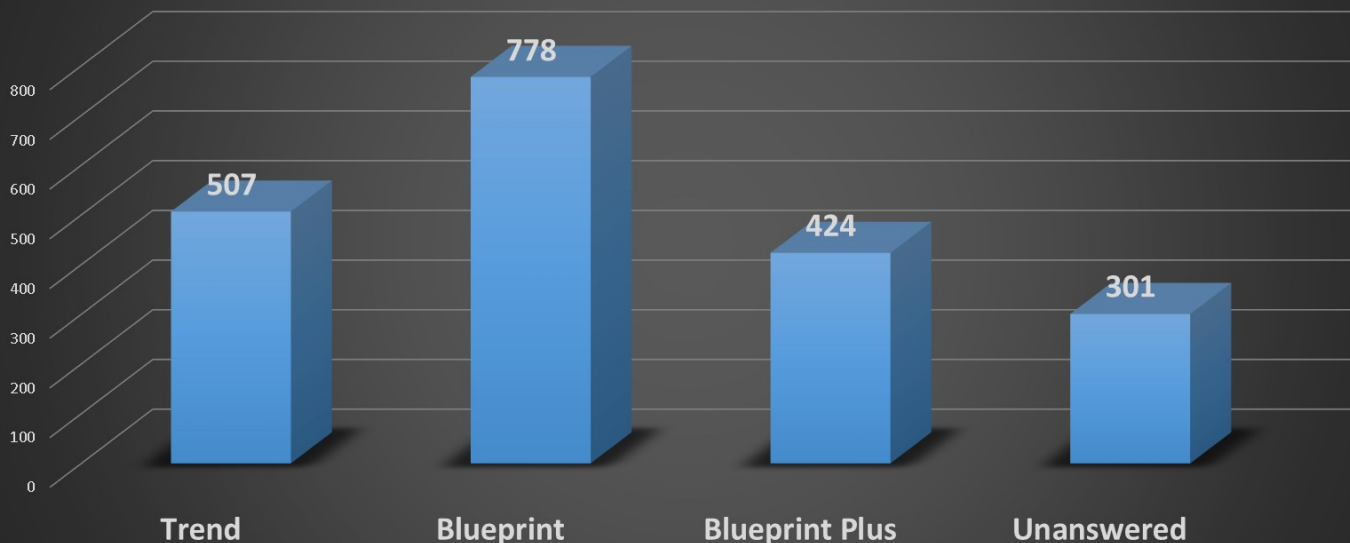
The RTP is prepared with extensive public outreach around the region with a significant portion of the outreach being directed towards disadvantaged populations. The outreach included a survey that helped TCAG gather information and vote on a preferred development scenario. Outreach included:

- Attending 74 events, meetings and workshops
- Using CSET to extend outreach opportunities
- Coordinating with Leadership Counsel
- Presenting at the region's eight City Councils
- Presenting at the Board of Supervisors
- Presenting at the Tule River Tribal Council
- 23 Attempts to involve the Tule River Tribe
- Maintaining a Roundtable of stakeholders
- Receiving 2010 completed surveys
- Reaching 21,872 people via English Facebook
- Getting 76 shares from Facebook ads
- Getting 493 reactions from Facebook
- Reaching 14,469 people via Spanish Facebook
- Getting 31 shares from Spanish Facebook ads
- Getting 289 reactions from Facebook

Outreach Partners:



Which RTP/SCS Scenario Do You Prefer?



Regional Transportation Policies

Overview:

There are 14 goals outlined in the Policy Element that will guide the future development of the region's transportation system. Each goal is supported by multiple objectives which then are in turn supported by specific policies to best meet those objectives.

Goals:		Supporting Objectives	Supporting Policies
1. Comprehensive	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.	3	13
2. System Performance	Develop an efficient, maintained, and safe circulation network that maximizes circulation, longevity, and fiscal responsibility while minimizing environmental impacts.	9	30
3. Transit	Provide a safe, secure, coordinated and efficient public transit system that can reasonably meet the needs of residents.	3	21
4. Aviation	Support development of a regional system of airports that meets the air commerce and general aviation needs of the County.	1	2
5. Rail	Promote safe, economical and convenient rail systems and schedules that meet the needs of passenger and freight rail services in the region.	2	9
6. Goods Movement	Provide a transportation system that efficiently and effectively transports goods to, from, within, and through Tulare county.	1	3
7. Goods Movement	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.	1	3
8. Active Transportation	While maintaining safety and convenience, improve, enhance and expand the region's bicycle and pedestrian systems and connectivity to those systems.	3	19
9. Regional Roads & Corridors	Preserve and enhance regional transportation roads and corridors.	3	6
10. Air Quality & GHG	Promote the improvement of air quality and greenhouse gas reductions through congestion management, coordination of land use, housing and transportation system, provision of alternative modes of transportation and provision of incentives that reduce vehicle miles traveled.	3	10
11. Public Health	Promote public health in the region by providing opportunities for residents to bicycle and walk to destinations such as; home, school, medical facilities and businesses.	1	2
12. TSM Strategies, TDM Measures, TCMs & ITS	Improve transportation mobility and operation by improving and utilizing TSM strategies, TDM measures, TCMs and ITS programs.	4	21
13. Environmental Justice	Endure that transportation investments do not discriminate on the basis of race, color, national origin, sex, age or disability.	2	5
14. Emerging Tech	Support the development and implementation of emerging technologies in the surface transportation system.	2	6

Sustainable Communities Strategy

The Preferred Growth Scenario

The growth scenario selected by the public and the TCAG Board was titled the Blueprint Scenario (being based on the development principles contained in the 2009 Tulare County Regional Blueprint). The comparison below shows how the development principles in the Blueprint Scenario compare to a “business as usual” trend in multiple categories of measurement. As a result, efforts for the region’s agencies to develop according to this scenario will lead to a reduction in use of important resources per capita and improvements to alternate modes of travel.



Riders using the Santa Fe trail in Visalia

Scenario Indicators

<i>Indicator</i>	<i>By Year 2042</i>		
	<i>Trend</i>	<i>Blueprint</i>	<i>Difference</i>
New Development	10,525 acres	8,884 acres	-15.59%
Important Agriculture Land Consumed	2,311 acres	1,518 acres	-34.31%
Critical Habitat Land Consumed	176 acres	144 acres	-18.18%
Vehicle Miles Traveled (VMT per household)	11,137,389 VMT	10,988,544 VMT	-1.34%
Energy Use (per household)	159 million BTU per year	148 million BTU per year	-6.92%
Water Consumption (per household)	293 gallons per day	264 gallons per day	-9.90%
CO2 Emissions (per household)	14.8 tons per year	13.8 tons per year	-6.76%
Transit Ridership	21,383 rides per day	25,344 rides per day	18.52%

Goods Movement

Overview:

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.

SR-99 (pictured), SR-190 and SR-198 create the backbone of commerce for Tulare County and are vital for the agriculture industry.



Regional Active Transportation Plan

Overview:

The Tulare County Regional Active Transportation Plan (RATP), known more informally as Walk 'n Bike Tulare County, was prepared in response to the growing interest among residents and in recognition of the benefits of active transportation and its contribution to a more diverse transportation system for the county.

Put simply, the objective of Walk 'n Bike Tulare County is to make walking and biking around the county safer and easier. Within this overarching objective, the plan has two main purposes. The first is to be the foundation for the pedestrian and bicycle component of the Tulare County Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS). The second main purpose of Walk 'n Bike Tulare County is to position these high-priority projects to compete better for funding from federal, state and regional sources.



Number of Priority Projects:

Walk 'n Bike Tulare County includes 70 projects: 17 from the unsuccessful ATP applications, 44 from the call for projects and nine from the 2010 Tulare County Regional Bicycle Transportation Plan. It is worth stressing that these projects closely reflect the priorities of the member agencies. The projects were originally formulated by agency staff; most, if not all, were shaped with input from key stakeholders such as law enforcement and public health officials and local advocates, and from the broader community through public outreach and engagement efforts; and they were ultimately adopted or accepted by appointed and elected officials.

Regional	1	County of Tulare	27
Dinuba	7	Tulare (city)	3
Exeter	4	Tule River	1
Farmersville	2	Visalia	13
Lindsay	3	Woodlake	4
Porterville	5		

Many areas of the region lack adequate facilities for bikes and pedestrians, forcing them to compete with vehicles on roads.



Regional Long Range Transit Plan



Overview:

In 2017, TCAG concluded an effort to better enhance and coordinate regional transit, hoping to improve connectivity, increase levels of service, and attract younger riders.

Action Plan:

The Destination 2040 Long Range Transit Plan (LRTP) is organized into the following action areas:

- **Customer Information** provides action plan items related to the delivery of customer information.
- **Fares** provides action plan items regarding fare structure and policies in Tulare County.
- **Routes and Schedules** provides action plan items related to route design and scheduling transit services.
- **Land Use** discusses strategies and action plan items for integrating land use and transportation and improving bicycle and pedestrian access to transit.
- **Premium Transit** provides action plan items for Tulare County regarding bus rapid transit, rapid bus, and high-speed rail.
- **Customer Amenities** provides action plan items regarding passenger facilities at bus stops, transit centers, and onboard.
- **Intelligent Transportation Systems** provides action plan items regarding AVL, APC, TSP and other technologies.
- **Operations** provides action plan items regarding transit system operations.
- **Flexible Transit** provides action plan items related to flexible transit in Tulare County.
- **Performance Metrics** provides active plan items related to performance metrics used to evaluate transit systems.
- **Governance** provides action plan items related to governance and organization.

Cross Valley Corridor Plan

Cross Valley Corridor Plan:

The Cross Valley Corridor Plan aims to provide a vision for future passenger rail service along an existing freight railroad connecting Huron in Fresno County, to the west, with Porterville in Tulare County to the east and all of the cities and communities along that route.

The project would be completed in three phases:

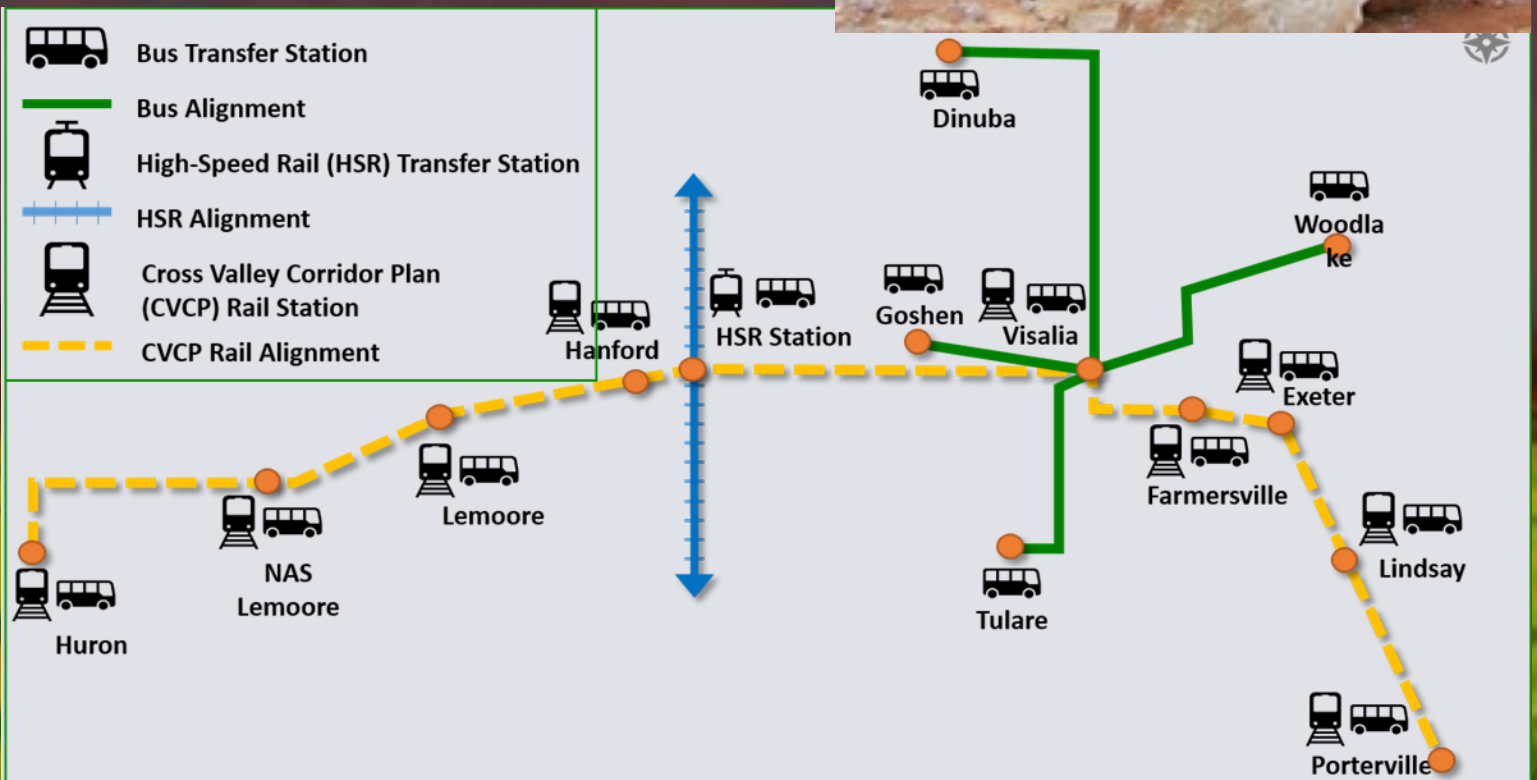
Phase 1 - Coordinate existing bus transit along that route and begin planning and constructing remaining transit centers

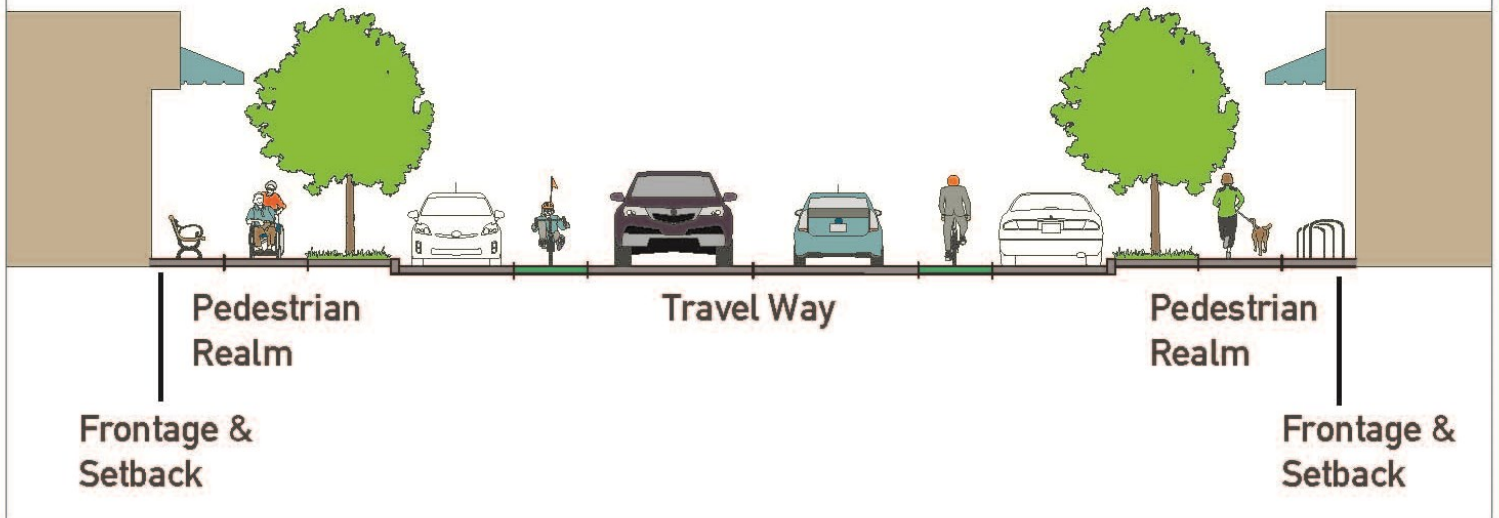
Phase 2 - Initiate passenger rail service between Lemoore and Visalia, keeping the bus transit in the other areas

Phase 3 - Complete the full length of the passenger rail service



After extensive outreach, the Diesel Multiple Unit was the chosen mode for the rail.





Making It All Happen

Action Element

The Action Element provides a summary of existing and future conditions of the Tulare County transportation system. Existing and future circulation issues and land use trends are also addressed. This analysis is intended to support improvements in the system to help meet future travel needs.

According to the Action Element, the region is expected to experience a population growth rate of 1.9% annually and have a 22% increase in vehicle trips per day by the year 2042, the time horizon for the RTP.

The Action Element addresses a wide variety of transportation programs and issues and contains project tables and lists detailing project type, location, timing and funding.

Traffic Problem Areas of the Future are Identified in the Action Element..



Construction crews breaking ground on the SR-99 and Betty Drive Interchange.



Finance Element

The 2018 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 2042). Financially unconstrained projects are listed for information purposes. The sources of revenues versus expenditures are displayed on tables within the document. One of the tables summarizes the year of expenditure baselines and escalation factors per fund type. The projects in the 2018 RTP are consistent with the 2016 State Transportation Improvement Program (STIP), 2016 Interregional Transportation Improvement Program (ITIP) and 2017 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.

Adjusting for inflation, the 2018 RTP anticipates spending over \$5.7 Billion on projects in the region by the year 2042.




Roundabouts

Overview:

Studies show that roundabouts are a cost-effective alternative to standard street intersections, improve vehicular and pedestrian safety and reduce air pollution.

When they are used on new freeway interchanges, such as what was done at the Farmersville Boulevard Interchange on Highway 198, the movement efficiencies can reduce the needed width of bridge decks and result in millions of dollars of project savings. They have the added benefit of being eligible for federal air quality funding, making the interchanges of the future more cost effective and workable in today's restricted fiscal climate when they incorporate roundabouts in their design.

An aerial photograph of a large, multi-lane roundabout interchange on a highway. The roundabout features two large circular islands with red-paved centers. Several vehicles are visible on the roads, including a yellow car and a white car. The surrounding area includes some commercial buildings and parking lots.

By selecting a roundabout design for the exit ramps at the Farmersville Interchange on Highway 198, our region was able to advance the project more than 20 years and save over \$10 million in cost.

Attachments

<i>Chapter</i>	<i>Website</i>
<i>Policy Element</i>	www.tularecog.org/RTPSCS/PolicyElement.pdf
<i>Action Element</i>	www.tularecog.org/RTPSCS/ActionElement.pdf
<i>Financial Element</i>	www.tularecog.org/RTPSCS/FinancialElement.pdf
<i>Sustainable Communities Strategy (SCS)</i>	www.tularecog.org/RTPSCS/SustainableCommunitiesStrategy.pdf

<i>Appendix</i>	<i>Website</i>
<i>1 RTP Checklist</i>	www.tularecog.org/RTPSCS/RTPChecklist.pdf
<i>2 Performance Based Planning Req.</i>	www.tularecog.org/RTPSCS/PerformanceBasedPlanningRequirements.pdf
<i>3 Regional Active Trasnsp. Plan</i>	www.tularecog.org/RTPSCS/RegionalActiveTransportationPlan.pdf
<i>4 Long Rang Transit Plan</i>	www.tularecog.org/RTPSCS/LongRangeTransitPlan.pdf
<i>5 Cross Valley Corridor Plan</i>	www.tularecog.org/RTPSCS/CrossValleyCorridorPlan.pdf
<i>6 Goods Movement Chapter</i>	www.tularecog.org/RTPSCS/GoodsMovementChapter.pdf
<i>7 Valleywide Chapter</i>	www.tularecog.org/RTPSCS/ValleywideChapter.pdf
<i>8 Public Participation Plan</i>	www.tularecog.org/RTPSCS/PublicParticipationPlan.pdf
<i>9 SCS Public Participation Plan</i>	www.tularecog.org/RTPSCS/SustainableCommunitiesStrategyPublicParticipationPlan.pdf
<i>10 Public Outreach</i>	www.tularecog.org/RTPSCS/PublicOutreachChapter.pdf
<i>11 Tribal Outreach</i>	www.tularecog.org/RTPSCS/TribalOutreachChapter.pdf
<i>12 Tulare County Blueprint</i>	www.tularecog.org/RTPSCS/TulareCountyBluePrint.pdf
<i>13 San Joaquin Valley Greenprint</i>	www.tularecog.org/RTPSCS/SanJoaquinValleyGreenPrint.pdf
<i>14 Regional Housing Needs</i>	www.tularecog.org/RTPSCS/RegionalHousingNeedsAssessment.pdf
<i>15 County Transit Development Plan</i>	http://www.tularecog.org/RTPSCS/CountyofTulareTransitDevelopmentPlan.pdf
<i>16 Visalia Long Range Transit Plan</i>	www.tularecog.org/RTPSCS/CityofVisaliaLongRangeTransitPlan.pdf
<i>17 Visalia Short Range Transit Plan</i>	www.tularecog.org/RTPSCS/CityofVisaliaShortRangeTransitPlan.pdf
<i>18 Porterville Short Range Transit Plan</i>	www.tularecog.org/RTPSCS/CityofPortervilleShortRangeTransitPlan.pdf
<i>19 Tulare Short Range Transit Plan</i>	www.tularecog.org/RTPSCS/CityofTulareShortRangeTransitPlan.pdf
<i>20 Dinuba Transit Development Plan</i>	www.tularecog.org/RTPSCS/CityofDinubaTransitDevelopmentPlan.pdf
<i>21 Woodlake Transit Development Plan</i>	www.tularecog.org/RTPSCS/CityofWoodlakeTransitDevelopmentPlan.pdf
<i>22 Exeter Transit Development Plan</i>	www.tularecog.org/RTPSCS/CityofExeterTransitDevelopmentPlan.pdf

Attachments

<i>Appendix</i>	<i>Website</i>
23 Allensworth Complete Streets Policy	http://www.tularecog.org/RTPSCS/AllensworthCompleteStreetsPlan.pdf
24 Alpaugh Complete Streets Policy	www.tularecog.org/RTPSCS/AlpaughCompleteStreetsPlan.pdf
25 Cutler-Orosi Complete Streets Policy	www.tularecog.org/RTPSCS/CutlerOrosiCompleteStreetsPlan.pdf
26 Ducor Complete Streets Policy	www.tularecog.org/RTPSCS/DucorCompleteStreetsPlan.pdf
27 Earlimart Complete Streets Policy	www.tularecog.org/RTPSCS/EarlimartCompleteStreetsPlan.pdf
28 East Orosi Complete Streets Policy	www.tularecog.org/RTPSCS/EastOrosiCompleteStreetsPlan.pdf
29 Goshen Complete Streets Policy	www.tularecog.org/RTPSCS/GoshenCompleteStreetsPlan.pdf
30 Ivanhoe Complete Streets Policy	http://www.tularecog.org/RTPSCS/IvanhoeCompleteStreetsPlan.pdf
31 Pixley Complete Streets Policy	www.tularecog.org/RTPSCS/PixleyCompleteStreetsPlan.pdf
32 Poplar Complete Streets Policy	www.tularecog.org/RTPSCS/PoplarCompleteStreetsPlan.pdf
33 Strathmore Complete Streets Policy	www.tularecog.org/RTPSCS/StrathmoreCompleteStreetsPlan.pdf
34 Terra Bella Complete Streets Policy	www.tularecog.org/RTPSCS/TerraBellaCompleteStreetsPlan.pdf
35 Tipton Complete Streets Policy	www.tularecog.org/RTPSCS/TiptonCompleteStreetsPlan.pdf
36 Traver Complete Streets Policy	www.tularecog.org/RTPSCS/TraverCompleteStreetsPlan.pdf
37 Goods Movement Sustainability Study	www.tularecog.org/RTPSCS/GoodsMovementSustainabilityStudy.pdf
38 I-5/SR 99 Study	http://www.tularecog.org/RTPSCS/I5andSR99Study.pdf
39 Response to Comments	www.tularecog.org/RTPSCS/ResponseToComments.pdf
40 Federal Transportation Improvement Program (FTIP)	www.tularecog.org/RTPSCS/FederalTransportationImprovementProgram.pdf
41 Air Quality Conformity	www.tularecog.org/RTPSCS/AirQualityConformity.pdf
42 Congestion Management Process	www.tularecog.org/RTPSCS/CongestionManagementProcess.pdf
43 SCS Technical Methodology	www.tularecog.org/RTPSCS/SCSTechnicalMethodology.pdf
44 Health Impact Assessment	www.tularecog.org/RTPSCS/HealthImpactAssessment.pdf
45 ARB Correspondence	www.tularecog.org/RTPSCS/AirResourceBoardCorrespondence.pdf
46 Environmental Justice Report	www.tularecog.org/RTPSCS/EnvironmentalJusticeReport.pdf
47 Environmental Impact Report	www.tularecog.org/RTPSCS/ProgramEnvironmentalImpactReport.pdf

Who We Are

The Tulare County Association of Governments is made up of nine member agencies (Tulare County and the eight cities) and provides transportation planning, programming, modeling and funding for the region. In addition to preparing the region's long-range transportation plan, TCAG approves the distribution of housing and assists in planning for transit, bicycle networks, clean air, and other collaborative projects. It includes the eight federal, state, and local roles listed below:



MPO

**Metropolitan Planning
Organization**

An MPO is a federal designation for a policy-making body made up of local and transportation agencies. It is linked to a metropolitan area of over 50,000 people and is responsible for the distribution of federal transportation funds, as well as planning for transit, housing, air quality and modeling.

RTPA

**Regional Transportation
Planning Agency**

An RTPA is a state designation for a policy-making body made up of local and transportation agencies. The RTPA administers the adoption of the Regional Transportation Plan, the Regional Housing Needs Allocations, the Regional Bicycle Plan, bus service, unmet transit needs and Transit Development Plans.

COG

Council of Governments

A Council of Governments delivers a wide variety of federal, state and local programs. Through technical assistance and collaboration with local governments, COG's provide a regional perspective to support member agencies and activities. This includes transportation impact fees, lobbying, and mitigation banking.

TA

**Transportation
Authority**

The Tulare County TA was created with the passage of Measure R, a sales tax designed to fund transportation projects in the region. The TA manages Measure R activity.





210 N. Church St., Ste B
Visalia, CA 93291
(559) 623-0450 office
(559) 733-6720 fax
www.tularecog.org

AVA

**Abandoned Vehicle
Abatement Authority**

The AVA is made up of local elected officials that oversee local efforts to abate abandoned vehicles. This includes collecting and distributing funds.

RDC

Regional Data Center

An RDC is a state designated center for handling and coordinating census activity. This includes providing data to interested agencies and tracking annual projections.

LC

Local Clearinghouse

An LC is a state designated center for handling state grants, which includes circulating notices and collecting comments, followed by reporting to the TCAG Board.

LAFCO

**Local Agency
Formation Commission**

TCAG is contracted with LAFCo to provide staffing and facilities. LAFCo acts as a regional agency, but is not focused on transportation and has its own board and laws.

