

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 transportation network improvements are needed to relieve congested areas. Maintenance of existing facilities continues to be 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 mobility, 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 growing congestion and contribute to pollution and greenhouse gas emissions in the San Joaquin Valley.

STATE AND FEDERAL ISSUES

While increases in some state transportation funding sources, such as the State Transportation Improvement Program (STIP), State Transit Assistance Fund (STA), and State Highway and Operations Program (SHOPP) have been approved in 2017, Federal gasoline tax revenues and other funding sources have not been increased. In addition, with the projected growth in the electric vehicle industry, uncertainty remains in projecting revenues generated by gas taxes, as a result of projected electric vehicle ownership increases. With these increases in funds, there is still a shortfall in meeting 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

POLICY ELEMENT

funding available only to projects ready to go to construction. Federal stimulus dollars, specifically those authorized under the American Recovery and Reinvestment Act (ARRA), and California Proposition 1B funds are examples of major one-time funding opportunities that occurred in the past. Senate Bill 1, passed in 2017 however, authorizes ongoing taxes and fees for the transportation system in California. This will be instrumental in moving long-term transportation projects forward; ARRA and Proposition 1B funds focused on construction only and stable long-term funding is vital to prepare projects by completing required environmental, design, and right-of-way prior to construction.

Senate Bill 391 (SB 391, 2009) required the California Department of Transportation to prepare the California Transportation Plan (CTP), a statewide long-range transportation plan, by December 2015, to reduce GHG emissions. This system laid out in the CTP 2040 showed reductions in GHG emissions to 1990 levels from the current levels by 2020, and 80 percent below the 1990 levels by 2050 as described by AB 32 and Executive order S-03-05. The CTP 2040 demonstrates how major metropolitan areas, rural areas, and state agencies can coordinate planning efforts to achieve critical statewide goals. TCAG will work to align with the goals, policies, strategies, and recommendations laid out in the CTP 2040 where applicable.

PLANNING STRATEGIES

As development within Tulare County intensifies and impacts to the circulation system occur, appropriate transportation network improvements are essential. Techniques used in TSM, TDM, and TCM 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 extensive updates, are very effective in measuring greenhouse gases (GHGs) and have the ability to show areas of the 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 as well as transit service expansion.

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.

In 2014 TCAG developed its first Title VI Program. The program analyzes populations, demographics, and language needs in Tulare County. Components of the plan

POLICY ELEMENT

include procedures for staff training and notices and complaint forms in multiple languages. As part of the Title VI Program, TCAG has adopted and Limited English Proficiency (LEP) Plan. As the data has shown, there are three languages spoken by Tulare County residents that meet the threshold for ensuring that Title VI notices and complaint forms are available in those respective languages: Spanish, Tagalog, and Portuguese. TCAG has procured an interpreting and translation service which provides those services in over 200 languages and dialects on call as needed. The Title VI program was last updated in 2017.

TCAG supports efforts to improve disadvantaged communities contained in member agency general and specific plans.

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 2018 Regional Transportation Plan included, for the first time, the establishment of a Regional Transportation Plan Roundtable. The RTP Roundtable membership includes 27 positions from varied sectors of the region, including, but not limited to, representatives of Affordable Housing, Disabled Access, Agriculture, Public Transportation, Goods Movement, Building and Development, and the Tule River Tribe. 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 Roundtable was continued in the development of the 2018 RTP.

Other examples of 2018 RTP outreach included participation in 71 public events throughout the region, including presentations at City Council, Board of Supervisors and Tule Tribal Council meetings that resulted in a completion of over 2,000 surveys in English and Spanish with public comments..

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: Encourage and support a connected and multi-modal regional circulation network that is convenient, safe, and efficient.

Policies:

POLICY ELEMENT

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 planning processes.
2. Implement a Complete Streets Program whereby agencies will prepare plans to accommodate all transportation users, including pedestrians, bicyclists, transit riders, and motor vehicle operators and riders, and utilize existing revenue and other funding sources to coordinate with local agencies to implement those plans as aggressively as feasible.
3. Provide for continued coordination and evaluation of the planned circulation system among cities and the county.
4. Make existing road and bridge maintenance a high priority.

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.

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.
4. Ensure equitable access to effective and viable transportation options for all, regardless of race, gender, income, national origin, age, physical ability with a focus on benefitting the regions' most vulnerable populations and closing existing unmet transportation gaps that are warranted.
5. Consider conducting barrier studies, consistent with state recommendations.
6. Improve first-mile/last-mile linkages near transit stops throughout the region, with special attention to disadvantaged communities.

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.

POLICY ELEMENT

3. Coordinate with adjacent counties and transit service providers to connect Tulare County residents with the locations and destinations needed, such as, airports, colleges and universities, and employment sites.

SYSTEM PERFORMANCE

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

Objective: Encourage and support 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.
3. Assist member agencies with completion of new and partial systems, such as gaps in bicycle paths and underserved locations requiring public transit.

Objective: Encourage and support 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, environmental benefits, and project warrant based on specific funding guidelines, and Measure R project identification.

POLICY ELEMENT

2. Coordinate local funding on regionally significant projects.
3. Encourage and support alternate transportation improvements, such as roundabouts and flexible micro transit, when feasible.
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: Encourage and support a sustainable regional road and circulation system.

Policies:

1. Encourage and support projects that are valuable to the regional and local road and circulation system that reduce vehicle miles traveled, improve level of service, contribute to a reduction in air quality pollutants and greenhouse gases, conserve agricultural land, habitat, groundwater recharge areas, and create safe travel corridors within the region.
2. Promote transit and active transportation usage and encourage and support transportation network 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.
4. Support and encourage projects that meet required mitigation contained in the 2018 RTP/SCS Environmental Impact Report.
5. Incorporate, to the extent practicable, climate adaptation and resilience into projects to ensure longevity of projects and prevent any unnecessary damage or adverse impacts resulting from climate change.

Objective: Ensure fiscal responsibility of public transportation funding.

Policies:

1. Complete performance audits that encompass transit, local, state, and federal funds evaluations for project development, delivery, and completion every three to five 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.
4. Complete and/or review annual Transportation Development Act (TDA) audits.

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

POLICY ELEMENT

Policies:

1. Review environmental documents on regional projects and pertinent development proposals.
2. 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.
3. Use of natural infrastructure solutions is encouraged when feasible.
4. Prioritize projects that reduce vehicle miles traveled to reduce greenhouse gas pollutants and criteria pollutants.
5. Encourage projects that support the preservation of farmland and open space.

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.

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

Policy:

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

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

POLICY ELEMENT

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.

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, Porterville, Lindsay, Exeter, Farmersville, Dinuba, Woodlake and Tulare to plan for and implement transit-oriented land use along the planned Cross Valley Corridor.
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. Ensure transit agencies 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.
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.
8. Develop a minimum acceptable response time for transit Dial-a-Ride service and maximum delay times for fixed route service.
9. Support and encourage 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.
14. Coordinate Intelligent Transportation Systems (ITS) technologies amongst transit agencies to ensure systems compatibility and to enable the use of uniform regional passes and other fare media.

Objective: Support the increased coordination of all transit services in Tulare County.

Policies:

POLICY ELEMENT

1. Support transit agencies in the coordination and consolidation of transit operations, which may include but is not limited to: provision of transit service, administration, facilities management, procurement procedures, fare structures, reporting, grant management, etc.
2. Support expansion and improvement of transit service between jurisdictions in Tulare County and connectivity with adjacent counties and services alongside the continued development of jurisdiction-specific transit service.

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.
4. Work with social services agencies on the development of the Coordinated Public Transit – Human Services Transportation Plan.
5. Coordinate the provision of Mobility Management services in the Tulare County region.

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 region-wide 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.

RAIL

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

POLICY ELEMENT

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, and Amtrak.
2. Ensure that the high-speed rail system supports Tulare County in achieving its economic, environmental, land use, and mobility goals.
3. Determine potential Bus Rapid Transit alignments and undergo feasibility analysis, as practicable.
4. Participate in and support the activities of the San Joaquin Joint Powers Authority in improving services on the San Joaquins Amtrak route.

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. Advocate for maintaining freight rail lines in the Tulare County region and prevent rail abandonments when feasible.
4. Utilize Cap and Trade funds for goods movement rail projects, if available, for projects supporting freight rail systems that benefit Tulare County.
5. 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.

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.

POLICY ELEMENT

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.
3. Coordinate with regional partners to extend track in west Visalia Industrial Park and promote the development of an inter-modal yard to transition from truck to freight rail.

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.
2. Explore the possibility of a zero emission freight corridor on SR 99 utilizing a catenary hybrid-electric system through a Valley-wide feasibility study.

ACTIVE TRANSPORTATION

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.

Policies:

1. Update the Regional Active Transportation Plan at least every five to seven years or as appropriate to support the competitiveness of local proposals in the Active Transportation Program application cycle and 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.

POLICY ELEMENT

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.
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 along with other sources of funds for bicycle and pedestrian projects, if available, for projects in Tulare County.
10. Support the closure of gaps in the bicycle and pedestrian systems to improve connectivity and attractiveness of these modes of transportation.
11. Include active transportation modes in the Transportation Demand Model, when feasible.
12. Utilize SB-1 planning funds to continue completion of Complete Streets Plans for rural communities, when funds are available

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.

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

POLICY ELEMENT

Policies:

1. Encourage removal of barriers (walls, fences, etc.) for safe and convenient movement of pedestrians. Special emphasis should be placed on Americans with Disabilities Act (ADA) compliance.
2. Encourage cities and county agencies to consider needs of pedestrians and people with disabilities including greater accessibility within the multi-modal system as envisioned in the 2018 RTP/SCS during the project review process and policies in their general plans.

REGIONAL ROADS AND CORRIDORS

GOAL: PRESERVE AND ENHANCE REGIONAL TRANSPORTATION ROADS AND CORRIDORS.

Objective: Coordinate local and regional planning of new development that minimizes and/or mitigates impacts along regional corridors.

Policy:

1. Support development that identifies and implements transportation network improvements 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 and interchanges along the State Highway System.
2. Encourage frontage roads along state highways, where appropriate.
3. 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

POLICY ELEMENT

GOAL: PROMOTE THE IMPROVEMENT OF AIR QUALITY AND GREENHOUSE GAS REDUCTIONS THROUGH CONGESTION MANAGEMENT, COORDINATION OF LAND USE, HOUSING, AND TRANSPORTATION SYSTEMS, 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 regional.

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.

Objective: Plan for and implement coordination of land use and alternative modes of transportation that would reduce vehicle miles traveled by providing urban and rural residents with 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. Support the implementation of alternative fuel and other power sources for surface transportation, such as Compressed Natural Gas and electricity.
2. Achieve United States Environmental Protection Agency National Ambient Air Quality Standards (NAAQS) by required attainment dates, or earlier if practicable.
3. Promote the equitable adoption of clean, renewable energy technologies to ensure a reliable energy supply, enhance the region's economy, and improve air quality locally and regionally.
4. Expand awareness of the need to reduce greenhouse gases to both agencies and the public and incorporate the latest scientific information into planning efforts.
5. 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.

POLICY ELEMENT

6. Actively seek out Cap and Trade and other 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, MEDICAL FACILITIES, 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 and key service providers, including transit stops.
2. Provide outreach to employers regarding the benefits of active transportation, and suggest measures employers can use to encourage its use.

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 adaptive 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.

POLICY ELEMENT

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.

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.

POLICY ELEMENT

6. Encourage cities to consider parking policies, including pricing and development 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 DISABILITY.

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.

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

Policies:

POLICY ELEMENT

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 Tribe and primarily Spanish-speaking communities.
3. Avoid, minimize, or mitigate disproportionately high and adverse human health environmental effects, including social and economic effects, on minority populations and low-income populations.
4. Ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.

EMERGING TECHNOLOGIES

Goal: SUPPORT THE DEVELOPMENT AND IMPLEMENTATION OF EMERGING TECHNOLOGIES IN THE SURFACE TRANSPORTATION SYSTEM

Objective: Monitor and support, as applicable, developing transportation technologies.

Policies:

1. Support electric vehicle and facilities conversion in public transportation.
2. Monitor the emergence of autonomous vehicles and evaluate potential impacts to the transportation system.
3. Support technologies that enhance the safety of the transportation system.

Objective: Adapt and plan for significant and potentially rapid changes in transportation technology.

Policies:

1. Plan for electric vehicle infrastructure and implementation.
2. Evaluate effects of autonomous vehicles on infrastructure and technology, and assist agencies in planning and developing policies to accommodate this technology, as appropriate.
3. Explore the possibility zero emissions freight corridor on SR 99.