



Kurt Karperos, Deputy Executive Officer
California Air Resources Board
1001 "T" Street
Sacramento, CA 95814
cc: Lezlie Kimura Szeto

April 10, 2017

Dear Mr. Karperos,

The San Joaquin Valley Regional Planning Agencies' Directors' Committee comprises the Executive Director from each Metropolitan Planning Organization (MPO) that serve a region with 8 counties, 62 cities, whose collective population is more than four million, with an anticipated 2035 population of approximately 5.2 million. The counties include: Fresno, Kern, Kings, Madera, Merced, San Joaquin, Stanislaus, and Tulare.

These eight counties, home to some of the most disadvantaged communities in the state, share an air basin challenged by weather and topography that creates an ideal setting for extreme air pollution. As such, the Valley MPOs are sensitive to the need for air quality improvement, and are committed to the goals of AB 32, SB32, and SB 375. We agree that progress towards the 2030 target requires collaboration between MPOs, the State, and air quality agencies with respect to transportation's contribution to GHG reduction. Our staff has been in frequent contact with ARB staff regarding both SB 375 and the Draft Scoping Plan Update, and are eager to contribute in the development of plans to make a bigger impact in regards to air quality improvement.

We would like to thank your staff for the opportunity to continue to work closely with them through the development of the Scoping Plan Update. For your reference, we have attached a sampling of Sustainable Communities Strategies success stories, as well as projects and programs above and beyond those outlined in previous Sustainable Communities Strategies in the Valley. This sampling is meant to demonstrate how the Valley is working aggressively to achieve state greenhouse gas reduction goals, as well as the diverse and innovative efforts by local communities and regional organizations to meet climate change and clean air goals in partnership with state efforts. Thank you again for your close partnership in this effort.

Sincerely,

Tulare County Association of Governments
Ted Smalley – Committee Chair

Tulare County
Association of
Governments
Ted Smalley- Chair

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Valleywide Efforts

UC Davis Institute of Transportation Studies – Rural Transit Alternatives Study

A Valley-wide study of rural transit (which includes a partnership with the UC Davis Institute of Transportation Studies) is under way to examine if shared access services (car, bike, and ridesharing) can provide an alternative for meeting transportation needs in rural areas of the Valley. Traditional fixed route rural transit has been found to not be cost effective, which contributes to the limitation of services available to residents in rural areas. The Valley along with the UC Davis Institute of Transportation Studies is exploring whether shared access services may be a better alternative at reducing VMT/GHG, costs, and inefficiencies. The Institute is currently developing a pilot project to test innovative transit solutions in a disadvantaged community, and have this serve as a model for other areas. A primary outcome of the study will be to establish a replicable transit model that can be used throughout the Valley, thereby decreasing the amount of passenger vehicle trips that occur in rural areas and across county lines. The strategies developed through this study will be incorporated into upcoming Valley Sustainable Communities Strategies, depending on cost and funding availability.

San Joaquin Valley Sustainable Goods Movement Strategy

The San Joaquin Valley Goods Movement Sustainable Implementation Plan (SJVGMSIP) is a valley-wide effort between Caltrans and the MPOs in building upon the previously completed San Joaquin Valley Interregional Goods Movement Plan. The previous plan identified first- and last- mile connectivity issues from freight hubs, truck routing and parking needs, rural priority corridors, and included a goods movement performance and modeling framework for the Valley. The SJVGMSIP aims to prioritize goods movement investments for the multimodal infrastructure of the entire San Joaquin Valley – including its highways and roadways, rail facilities, air cargo facilities, intermodal centers, and ties to inland and marine ports. A critical outcome of the Plan will be the development of prioritized investments of project improvements and strategies to increase the efficiency and reliability of the region's goods movement system, and reduce the impact of goods movement on Valley air quality.

Air District Initiatives

The San Joaquin Valley Air Pollution Control District (SJVAPCD) develops and administers various grant and incentive programs for public agencies, residents, businesses, and technology advancement in the San Joaquin Valley. These successful programs include providing funds for those looking to electrify their fleet or vehicles, resources for alternative fuel training, vanpool vouchers, agricultural and goods movement vehicle replacement, and many more additional benefits.

One of the grant and incentive programs that the San Joaquin Valley Air Pollution Control District offers is the Drive Clean! Rebate Program. The Program allows residents, businesses, non-profit organizations, and government entities to apply for rebates of up to \$3,000 for the purchase or rebate of eligible new clean-air vehicles. This benefit is provided in addition to vehicle rebates provided by ARB to allow for disadvantaged communities and individuals to more easily purchase clean-air vehicles. To combat the air pollution problems in the Valley, the District also encourages businesses and transit fleets to purchase new hybrid and electric truck and buses. These incentives, in addition to educational resources such as the Plug In Electric Vehicle Resources Center, lower the total amount of greenhouse gases emitted through travel by impacting driving behavior and fleet mixes.

Fresno Council of Governments

The Transportation Needs Assessment Program evaluates the transportation needs and gaps in the region, especially in disadvantaged communities. The study identified a list of inter-city/community bike and pedestrian projects that aim to improving inter-city connectivity by closing the gaps and providing continuity for bike/pedestrian travel. The study also recommended improvements of accessibility and connectivity of 10 regional/sub-regional facilities that provide basic services such as health care, grocery, etc. to the residents in the region. The Needs Assessment study provided detailed project information and cost estimates that can be directly applied in funding applications.

The Agricultural Land Mitigation Program made a policy recommendation that construction of transportation projects in Fresno County should minimize the loss of farmland. It also recommended that member agencies shall indicate that they will address the COG farmland mitigation policy when transportation projects are submitted for consideration in the RTP process. In addition, Fresno COG shall address agricultural land impacts by establishing scoring criteria (established within the appropriate scoring committee) to minimize the loss of prime farmland, unique farmland, farmland of statewide importance and farmland of local importance consistent with the recommended policy.

The Sustainable Infrastructure Grant Program is currently going through committee process to identify goals and objectives for the program, have a discussion about funding opportunities, and develop potential program policies and guidelines. The intent of this program is to establish a special funding program that will fund sustainable transportation projects after the transportation needs, especially in the disadvantaged communities are studied and identified.

Affordable Housing and Sustainable Communities (AHSC) Program: The Fresno region has been working diligently on putting together projects that would provide affordable housing, minimize vehicle miles traveled and greenhouse gas emission, improve the air quality and contribute to the sustainable growth in the region. Under the AHSC program, 3 Fresno projects have been funded with a total of \$25 million in the first two cycles. CalVans, a vanpool program that provides vanpool services to farmworkers and commuters in the rural counties including Fresno County also received \$3 million from the AHSC program. In 2015/16, CalVans (out of Fresno County) traveled a total of 2.6 million miles with total 528,510 passengers, and the passenger miles for the vans reached 28.8 million, which is equivalent to 13,459 MT CO₂e reduction.

Transit Activities:

- City of Fresno has started constructing its first Bus Rapid Transit, and is expected to launch the service in late 2017. Fresno BRT's initial route spans 15.7 miles, and includes 51 stations, two terminal stations and one transit center with a shared platform station.
- The Fresno County Rural Transit Agency (FCRTA) has started 3 brand new college routes since the adoption of the 2014 RTP/SCS.
- The Fresno County Rural Transit (FCRTA) has set a goal of converting 100% of its fleet into electric vehicles by 2025 and has been working diligently towards achieving the goal.
- City of Clovis is breaking ground in early 2017 to construct a multi-modal transit center in downtown Clovis. As part of the project, a senior activity center and a new county public library branch will be built at the project site.

Kern Council of Governments

Thomas Roads Improvement Program (TRIP) includes: SR 58 Centennial Corridor; State Route (SR) 46 Segment 4A; SR 14 Segment 1; SR 58 Rosedale Highway; SR 178 & the Morning Drive Interchange; SR 99 Hosking Interchange; SR 178/24th Street Improvements. The projects include the following complete street facilities:

- More than 21 miles of new bike lanes
- More than 18 miles of new sidewalks
- More than 120 new ADA curb cuts
- Three new interchanges with ramp metering

Transit Improvements:

- City of Bakersfield is expanding overnight parking availability at the Bakersfield Amtrak Station, including solar/electric vehicle charging using Proposition 1B bond funds.
- Kern Transit is adding two electric buses that connect east Kern to the Metrolink station in Lancaster, providing service to L.A.'s Union Station.
- The Golden Empire Transit District (GET) has added three express bus corridors including the employer subsidized X-92 run, a daily commuter bus service with an average annual ridership of 19,000 passengers. GET also operates 2 rapid bus corridors with 15 minute headways, and is in the process of upgrading them to electric Bus Rapid Transit (BRT) routes.

Affordable Housing and Sustainable Communities (AHSC) Program: The AHSC program is a competitive, statewide funding source for housing and transportation projects that can demonstrate emissions reductions through active transportation improvements, increasing housing density, and/or encouraging alternative transportation options. To date, two projects in Kern (Bakersfield Mill Creek Senior Housing and the Wasco Farmworker Housing Project) have received AHSC funding as examples of how the State envisions new growth and sustainable developments.

Active Transportation: Kern COG is developing a countywide, collaborative Active Transportation Plan that is scheduled to be completed in 2017. The Plan will include an inventory of existing active transportation infrastructure, identify deficiencies in the system, examination of the active transportation / public transit interface to improve transit opportunities to active transportation users, and prioritize new facilities that will improve system safety, connectivity, and user convenience. Additionally, the City of Wasco has already successfully completed two projects from the highly competitive Active Transportation Program (ATP). Between ATP and AHSC, Kern County has already been awarded more than \$50 million in state grants. In addition, Kern COG has the highest percentage of funds going to active transportation projects in the state, at 7 percent of available funding

Kern COG is implementing an aggressive plan to promote alternative technology vehicles in the 2018 RTP/SCS. Specifically, Kern COG is coordinating with local non-profit Project Clean Air and the San Joaquin Valley Electric Vehicle Partnership to find funding for 4,000 electric vehicle charging stations in Kern County by 2025. The program will leverage existing grant sources with emerging local funding from development mitigation and a new County oil & gas drilling permit fee ordinance.

Kings County Association of Governments

AHSC Grants: The California Vanpool Authority (CalVans) was awarded a \$3 million Affordable Housing and Sustainable Communities (AHSC) grant for the Agricultural Worker vanpool expansion project that would provide increased access to clean transportation vanpools for agricultural workers in the San Joaquin Valley's disadvantaged communities. A total of 80 vehicles were purchased in 2015 using the award and are being placed into service.

AQIP Grants: ARB has committed \$3 million each year for 3 years in funding from the Air Quality Improvement Program's (AQIP) Low Carbon Transportation allocation in support of additional vehicles for the agricultural worker vanpool program. The funds will be used to purchase zero-emission, plug-in hybrid, or hybrid passenger vans and installation of electric charging equipment at multiunit dwellings and other appropriate locations in disadvantaged communities, providing increased access for lower-income consumers to clean transportation.

Regional Active Transportation Plan: KCAG is developing a countywide, collaborative Active Transportation Plan that is scheduled to be completed in early 2018. The Plan will include an inventory of existing active transportation infrastructure, identify deficiencies in the system and prioritize new facilities that will improve system safety, connectivity and user convenience.

Electric Vehicles and Infrastructure:

- The Kings County Area Public Transit Agency (KCARTA) is constructing a new transit hub within the City of Avenal that will include solar panels and two public electric vehicle charging stations. Construction is expected to start in early 2017. Although most KART buses currently operate on CNG fuel, in an effort to convert transit buses to electric, an electric charging station at the bus maintenance facility will be constructed in 2019 to accommodate this planned conversion of the bus vehicle fleet, as funding becomes available.
- KCAG supports the development of infrastructure for the use of alternative fuel vehicles in government and private business. Local agencies have applied for and received grant funds from the San Joaquin Valley Air Pollution Control District and Southern California Edison to purchase electric vehicles and install electric vehicle charging stations. The County of Kings will be installing 9 electric vehicle charging stations at the County Motor Pool for their electric vehicle fleet of which they will be purchasing 6 electric vehicles in FY 2016-17. The City of Hanford installed electric vehicle charging stations at two city locations with one that is open to the public, purchased 5 electric vehicles and will soon be purchasing more. The City of Corcoran purchased 2 electric vehicles in FY 2016-17 and participates in the HERO program that will enable property owners to finance electric vehicle charging infrastructure on their properties.
- KCAG will be preparing a Regional Electric Vehicle Readiness Plan in FY 2017-18 to facilitate additional implementation of electric vehicle charging stations to encourage the continuing growth of electric vehicle use throughout the County.

Climate Action Plan (CAP): The cities of Avenal and Hanford collaborated to develop a Regional Climate Action Plan (CAP) in 2014 that identifies voluntary, cost effective measures to reduce GHG emissions. It includes measures to encourage low carbon and alternative fuel vehicles, electric vehicle readiness, and employer-based transportation demand management. The CAP also includes performance criteria for transit ridership and infill and mixed use development. Elements of the CAP are being incorporated into the Avenal and Hanford General Plan updates.

Madera County Transportation Commission

Climate Action Plan: The City of Madera Climate Action Plan (CAP), dated August 2015, was adopted by the City Council in September, 2015. It estimates GHG reductions from dozens of strategies and measures, including several transportation measures, four of which reduce vehicle miles traveled (VMT).

Ridesharing: Ridesharing is projected to grow through coordinated efforts with Valleyrides, a program sponsored by the Fresno Council of Governments. The 2010 CAPCOA study cites a ridesharing range of effectiveness of 1% to 15% commute VMT reduction and like reductions in GHG emissions (“TRT-3 Provide Ride-Sharing Programs”).

Active Transportation: MCTC is currently developing a comprehensive Active Transportation Plan for the Madera Region. This plan will identify needs and where gaps can be feasible and most effectively filled in the non-motorized network. Improving health, improved access to transit and alternative modes, improved safety and improved mobility of disabled are the key areas of focus for implantation with a lateral goal of reducing GHG in the region. The Plan is expected to be completed in the summer of 2017 and will directly apply to the greater planning effort of the 2018 RTP/SCS.

Vanpooling: Increased use of vouchers or subsidized trips is highly promoted by CalVans and is anticipated to incentivize County riders. A reduction of 8,358 daily VMT from vanpooling is projected by 2020 based on recent historical growth trends. Eighty percent of CalVans participants are picked up directly at their homes while 20 percent drive less than three miles to a pick-up point. Projections for 2035 vanpooling ridership are expected to continue to see rising ridership. The 2010 CAPCOA study cites a VMT reduction range of 2% to 20% from vanpooling (“TRT-11 Provide Employer-Sponsored Vanpool/Shuttle”). For comparative purposes, the CAPCOA study methodology for vanpooling results in a daily VMT reduction of 12,883 to 64,416 at a 2% and 10% employer participation rate, respectively. Implementation of successful voucher programs under consideration in Madera County would be expected to result in even higher VMT reductions.

Rail Connections: Madera County is in the unique position of having being the link of the future California High Speed Rail System and the existing National Amtrak System. The pieces are already moving to see this connection become as successful as possible for local, state, national travelers as well as the many international travelers who access Yosemite National Park and the Sierra National Forrest each year. Options to achieve an array of lateral benefits to health, travel efficiency and economy are being considered including planning of a robust transit-orientated-development around the station and improving multi-modal regional access between he station and college campuses and urban cores. Additionally, MCTC and the Madera Region work closely with our partners to ensure the continued expansion of the San Joaquin Amtrak system to provide better commuter access from the Valley to Sacramento.

Electric Vehicles and Infrastructure: Installation of new electric vehicle charging stations has been taking place at an increasingly rapid rate. Corraling the data from these charging units and better understanding their benefits for the purpose of maximizing their effective use will be a new feature implemented into future transportation planning regarding Sustainable Communities in the Madera Region.

A sampling of Sustainable Communities Strategies success stories & efforts above and beyond:

Merced County Association of Governments

The Merced County region is aggressively moving forward in the development and implementation of strategies to reduce VMT, enhance transportation mobility options, improve transportation system safety and efficiency, promote equitable and efficient land uses, and encourage co-benefits such as public health, clean air, vibrant neighborhoods and a sustainable future.

The MCAG RTP includes a Sustainable Communities Strategy that promotes a higher rate of compact growth than the previous Alternative Planning Strategy—approximately 9 units per acre of new growth instead of 7.4.

MCAG is developing a Sustainable Planning & Infrastructure Grant Program to provide incentives for Transit-Oriented Development and Infill Development

MCAG is developing a regional Complete Streets Program to improve mobility options and transportation safety in Merced County and its municipalities, including disadvantaged communities and neighborhoods.

Aggressive transit expansion to serve both urban and rural populations, including the development of express transit routes. Utilize funding from recently passed Countywide Transportation Sales Tax Measure to fund expansion of transit system and infrastructure.

MCAG is committed to developing and implementing a regional transportation system for bicycle and pedestrians. Through the recently passed Countywide Transportation Sales Tax Measure, MCAG will develop and promote a Safe Routes to School Program as well as additional alternative transportation/mobility choice programs.

In partnership with County Health Providers and Social Equity Advocates, MCAG is conducting a County-wide needs and opportunities assessment. The assessment will identify and catalog health indicators, housing needs, transportation and mobility infrastructure, and access to basic services necessary to ensure the health and safety of Merced County residents. The completed County-wide Needs and Opportunities Assessment will be used to inform future transportation and infrastructure investment needs in Merced County and its municipalities, including disadvantaged communities and neighborhoods.

Support and expand existing Commute Connection TDM program via online multimodal trip planner website and enhanced marketing/outreach program.

Through the recently passed Countywide Transportation Sales Tax Measure, MCAG will develop and promote incentives programs aimed at increasing ridesharing and vanpools.

Build upon recent MCAG/CivicSpark Transportation and Climate Activities study to identify and implement Alternative Fuel and Electric Vehicles/Infrastructure strategies in Merced County.

San Joaquin Council of Governments

Open Window Master Development Plan: In addition to protecting the natural and working lands in the region, infill developments are needed in the San Joaquin Valley to reduce VMT by placing residents close to amenities and transit. The Open Window Project is an approved high-density and mixed-use development project located near major transit hubs in downtown Stockton, consisting of over 1,000 residential units, 200,000 square feet of retail space, 90,000 square feet of commercial space, and 110,000 square feet of industrial/art studio space. This development plan recently received the California Chapter of the American Planning Association's 2016 Award of Excellence in Urban Design. The project is ready to commence construction on Phase I of the development, which will include 150 market-rate housing units, 62 affordable housing units, and approximately 92,400 square feet of commercial/retail space. This development ties into the Downtown Infrastructure Infill Incentive Program, a funding mechanism created by the Stockton City Council to encourage infill development and defray the costs of public infrastructure improvements in downtown Stockton.

Affordable Housing and Sustainable Communities (AHSC) Program: Two projects in Stockton (Anchor Village and Hunter Street Housing), one from each round of funding, were chosen to receive AHSC funding as examples of how the State envisions new growth and sustainable developments. The Hunter Street Housing project, awarded in October 2016, is estimated to reduce a total of 13,916.4 metric tons of CO₂e. MPOs have a role in the AHSC process to determine whether projects are consistent with the regional SCS, and SJCOG found that both developments aligned with the 2014 RTP/SCS goals and policies.

Jobs Balancing Investment Fund (JBIF): The SJCOG Jobs Balancing Investment Fund Program, created using Regional Transportation Impact Fees, incentivizes non-residential development projects that are considered a high priority to meet economic development policy objectives. The JBIF provides a more tactical tool to attract employers to the region. Not only is this program in line with state goals of economic prosperity in the San Joaquin Valley, but the JBIF is intended to create more jobs in the region which will ultimately decrease VMT to the Bay Area and Sacramento.

Commuting Services: Regional rail in San Joaquin County include the Amtrak San Joaquins and Altamont Corridor Express (ACE) passenger rail service; both rail services are looking to increase capacity and daily trips due to the rising demands of increased passengers. Amtrak San Joaquin is seeking funding for capital improvements for an 8th round trip (FY 18-19). SJCOG coordinated with UPRR on a federal TIGER Grant that will allow for improvements to both the Amtrak and ACE service, while decreasing greenhouse gas emissions from idling freight locomotives traveling to the Port of Stockton.

In 2015-16, the Commute Connection TDM Program (servicing the three counties of San Joaquin, Stanislaus, and Merced) was enhanced through an online multimodal trip planner, new vanpool voucher program, an enhanced Emergency Ride Home program and initiated the development of a marketing plan and new website. The program added 1,091 new members to the trip planning database and added 47 new vanpools. In addition, Bike to Work month attracted nearly 600 participants tracking over 21,000 miles biked/walked. Increasing the number of participants enrolled in carpool and vanpool allows for an immediate and long-lasting reduction of VMT and associated greenhouse gas emissions with a cost effectiveness of \$26 per lb, below the SJCOG threshold goal of \$30 per lb.

Stanislaus Council of Governments

The City of Modesto, submitted a grant application to the California Air Resources Board (CARB) through the San Joaquin Valley Air Pollution Control District (SJVAPCD) for Fiscal Year 2014-2015 and 2015-2016 funds in response to a CARB Air Quality Improvement Program and Low Carbon Transportation Greenhouse Gas Reduction Fund Investments solicitation for purchasing four zero emission buses, four bus yard chargers and two fast chargers. The application was submitted as part of the San Joaquin Valley Transit Electrification Project, which was undertaken for deployment of commercially available heavy-duty, zero-emission (battery-electric), public transit buses by the City of Modesto, the City of Visalia, the Fresno County Rural Transit Agency and the California State University Fresno. The project is anticipated to reduce greenhouse gas emissions and other criteria pollutants and demonstrate the practicality and economic viability of wide-spread adoption of zero-emission public transit buses.

As a member of the Stanislaus County Health Services Agency's (HSA's) Built Environment Committee, StanCOG has provided input into the County's development of performance measures for the HSA's Framework for a Thriving Stanislaus, the County's Public Health Improvement Plan. HSA is seeking input to assist them in their identification of bicycle and pedestrian measures to assess accessibility to opportunities for physical activity, greenspace, healthy and affordable food, and public transit.

StanCOG's Consolidated Transportation Services Agency known as "MOVE" offers a free travel training program, which teaches seniors, persons with disabilities, and low income populations within the Stanislaus region how to independently use bus transit throughout Stanislaus County.

Through StanCOG's Travel Demand Management (TDM) program ("Commute Connection"), StanCOG continues to offer commuter programs and services, such as the Ride Match (online), emergency ride home services and a recently deployed online multimodal trip planner website (mycommuteconnection.com). Commute Connection has also implemented a new vanpool subsidy program which offers \$200 per month during the first year of operation for new vans and \$100 per month thereafter. Commute connection is also planning conduct an analysis of the feasibility of a Bike to School program to accompany the Bike to Work campaign and for integrating a "school pool" feature in the TDM System.

On November 8, 2016, Stanislaus County voters approved a 1/2 cent sales tax measure (Measure L) initiated by StanCOG. The 1/2 cent sales tax will take effect on April 1, 2017. The tax is expected generate approximately \$38 million a year with an estimated total of \$958 million over the next 25 years to fund transportation improvements in Stanislaus County. With these voter-approved local transportation funds we will be better equipped to compete for funding and leveraging a larger share of state and federal dollars. A portion of the funding will be used to implement roadway operational improvements, such as the installation of ramp metering/ITS improvements along State Route (SR) 99. The revenue will also go toward funding transit operations, maintenance and infrastructure improvements and enhancing transit connectivity to regional rail services, such as ACE, BART, and AMTRAK, and enhancing bike/ped connectivity between communities, local schools, trails and recreational facilities.

Tulare County Association of Governments

“Walk ‘n Bike Tulare County”, the Regional Active Transportation Plan for the Tulare County Region (RATP), was adopted in May of 2016. The RATP serves as the foundation of the pedestrian and bicycle component for the RTP/SCS update by compiling and incorporating the high-priority pedestrian and bicycle projects among TCAG’s member agencies. These high-priority projects are therefore better positioned to compete for funding from federal state and regional sources.

TCAG is also undertaking the county’s first ever Long Range Transit Plan (LRTP), called Destination 2040, with the objective of adding a comprehensive transit component to the RTP/SCS update. This is not an insignificant undertaking: nine different transit operators, as well as eight incorporated communities and other governing agencies, provide some type of fixed-route, demand response, or intercity transit service within the county. The goal of this project is to provide a development and investment plan that will result in real mobility and transit mode split gains in the near and long term. Achieving this goal will require a thoughtful and thorough strategy that addresses current needs, emerging needs and markets, and future markets.

The California High Speed Rail Authority sponsored Cross Valley Corridor Study has the potential to connect cities in Kings and Tulare Counties with the High Speed Rail (HSR) station and job centers in Visalia and NAS Lemoore. The study focuses on the Cross Valley Corridor (Corridor), an existing rail corridor between the cities of Huron and Porterville, with a proposed California High-Speed Rail Station to be located in the middle of the Corridor (east of Hanford). Other forms of transportation, such as walking, bicycling, and automobiles will be included in the planning effort to ensure that the planned Corridor and proposed High-Speed Rail Station are equally accessible for all communities and their residents. In addition to supporting planning efforts for the Corridor and the proposed High-Speed Rail Station, this planning effort will enable communities and cities in the study area to promote walkable, mixed-use (residential and commercial uses developed together) communities with easy access to public transit facilities, encourage revitalization and economic development, and facilitate growth in the region. The end result of the Plan will be to identify how transportation mobility can be improved using various modes including walking, biking, driving a car, taking a bus, or riding a train to visit surrounding communities.

Tulare County has adopted Community Plans 2014-Present (which address, among other things, complete streets implementation) in seven different communities: Traver, Tipton, Pixley, Strathmore, Terra Bella, Ducor, and Porterville.

Transit Improvements:

- An inter model freight facility and expansion of short haul rail spurs that connect Visalia’s west side industrial park is being planned.
- Transit incentive programs for veterans and college students have already been implemented region wide resulting in increased ridership.
- Transit EV fleet conversion is well underway with 12 electric buses recently procured.
- Downtown Woodlake has been transformed by an innovative streetscape and pedestrian access project recently completed in partnership with Caltrans.
- TCAG’s Congestion Management Process (CMP) Committee uses a "fix it first" approach to the highway system that values operational improvements and ITS improvements over capacity enhancement.