

BEFORE THE
COUNCIL OF FRESNO COUNTY GOVERNMENTS
RESOLUTION NO. 2008-08

In the Matter of: _____)

RESOLUTION ADOPTING
GREENHOUSE GAS POLICIES

GREENHOUSE GAS POLICIES)

WHEREAS, climate change and the release of greenhouse gases (GHG) into the atmosphere have the potential to dramatically impact multiple aspects of human life, including our environment, public health and economy. While acknowledging that there remains uncertainty on the pace, distribution and magnitude of the effects of climate change, Fresno COG recognizes the need for immediate actions to mitigate the sources of greenhouse gases, and

WHEREAS, Fresno COG recognizes the need for sustained leadership and commitment at the federal, state, regional and local levels to develop strategies to combat the effects of climate change, and

WHEREAS, Fresno COG recognizes that collaboration between cities, counties, special districts and the private sector is necessary to ensure the success of a GHG reduction strategy at the local level, and

WHEREAS, Fresno COG supports a flexible approach to addressing climate change, recognizing that a one size fits all approach is not appropriate for California's large number of diverse communities, and

WHEREAS, AB 32, the Global Warming Solutions Act of 2006 (Chapter 488, Statutes of 2006), has established a statewide goal of reducing GHGs to 1990 levels by 2020, and

WHEREAS, transportation is the largest source of emissions in the state contributing 38% of all GHG emissions, and

WHEREAS, the Attorney General's office has relied on the California Environmental Quality Act (CEQA) to immediately affect change in GHG reductions by issuing numerous comment letters to lead agencies regarding consideration of climate change in environmental documents for general plan and regional transportation plan updates and for significant development projects throughout the state, and

NOW, THEREFORE, BE IT RESOLVED, that Fresno COG supports and encourages efforts to reduce GHG emissions and the creation of a comprehensive and viable strategy to achieve these reductions; and adopts the attached greenhouse gas policies.

BE IT FURTHER RESOLVED, that to the extent the provisions of AB 32, the provisions of any regulations adopted by California Air Resources Board (ARB) pursuant to AB 32, or other relevant greenhouse gas legislation or policy guidelines conflict with the attached policies, that the state initiatives shall take precedence.

BE IT FURTHER RESOLVED, that Fresno COG acknowledges that attaining federal air quality standards for criteria pollutants is of substantial concern to the health of the residents of the San Joaquin Valley. Priority for policy and funding decisions will be given to projects that reduce criteria pollutant emissions or affect progress in attaining federal air quality standards in the San Joaquin Valley Air Basin.

THE FOREGOING RESOLUTION was passed and adopted by the Council of Fresno County Governments
this 26th day of June, 2008.

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST:

Signed: _____
Trinidad M. Rodriguez, Chairman

I hereby certify that the foregoing is a true copy of a resolution
of the Council of Fresno County Governments duly adopted at
a regular meeting thereof held on the 26th day of June, 2008.

Signed: _____
Tony Boren, Executive Director

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Climate Change Plan

Prior to or in conjunction with the adoption of the proposed 2010 RTP, Fresno COG will develop a Greenhouse Gas Emissions Reduction Plan (Plan) that includes the following:

- General discussion of the potential impacts that global climate change poses to the Fresno County region, with particular focus on potential impacts related to RTP facilities, to the extent that such information is available;
- A baseline inventory of total GHG (including CO₂, CH₄, and NO_x) emissions directly and indirectly ~~from transportation in the County that currently exist. Fresno COG recognizes that definitive data sources do not exist for creating this inventory at this time, and information and data provided by the California Air Resources Board (ARB) and San Joaquin Valley Air District will be necessary for Fresno COG to include such an inventory in the plan; review of potential targets and timelines for achieving GHG reductions;~~
- Development of feasible GHG emissions reduction measures and strategies to achieve reductions in RTP GHG emissions. Such reduction measures may include construction of new transportation projects, modification of existing facilities or services, incentive or funding programs, pricing strategies, regulations or any other actions that reduce GHG emissions associated with RTP activities. The plan should consider:
 - Development of bid solicitation policies for construction of projects authorized in the current RTP and subsequent RTP updates, including:
 - Preferences for the use of alternative formulations of cement and asphalt with reduced GHG emissions to the extent that such cement and asphalt formulations are available at a reasonable cost in the marketplace.
 - Bonus points for use of alternative-fuel or cleaner diesel powered off-road construction equipment, to be determined at the time of RTP development and subject to the needs of each local jurisdiction.
 - Incorporation of shade trees into construction projects where feasible.
 - Recycle construction debris to the maximum extent feasible;
 - Adoption and implementation of the measures in the Plan; periodically evaluate the progress and make modifications to the Plan;
- State protocols and GHG emissions inventory mechanisms are necessary tools to track and monitor GHG emissions at the local level. Fresno COG and member agencies must determine, in cooperation with the state, the solutions that will best minimize its potential risks and maximize its potential benefits.

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Transportation

- Adoption of future RTP updates shall be conditioned upon incorporating any applicable future state laws and complying with the CTC guidelines pertaining to VMT reduction and climate change.
- Fresno COG shall review the performance measures to be included in the 2010 RTP and revise these measures to include criteria related to reduction in vehicle miles traveled and reduction in energy use. Performance measures in the 2010 RTP should support the use of discretionary funding for projects that will reduce VMT (i.e., transit projects; infrastructure to support and encourage walking and biking; projects that serve compact, mixed-use, higher density, transit-friendly development).
- Fresno COG shall continue to work with its member agencies to increase the number of Alternative Fuel Vehicles (AFVs) in municipally owned vehicles, as well as those owned by contractors of these cities, such as trash haulers, green waste haulers, street sweepers, and curbside recyclable haulers.

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- Fresno COG acknowledges that particulate matter associated with diesel engine exhaust is of substantial concern to the health of the residents of the County. Furthermore, diesel exhaust is an important source of GHGs. Fresno COG shall work with its member agencies to discuss discretionary reduction of diesel exhaust emissions through:
 - Funding retrofit, repower or replacement of diesel vehicles with funding from applicable federal, state, and local sources
 - Limits on idling of diesel on-road and off-road vehicles subject to discretionary approval of local jurisdictions
 - Encouragement of technology, such as electrification, to provide alternatives to operating the heating and air conditioning, refrigeration units while idling at distribution centers, warehouses, truck stops and other facilities where diesel trucks may reside overnight or for periods of several hours.
- Fresno COG shall continue to take actions to implement a comprehensive carpool and vanpool program. Through Measure "C", funding will be used to subsidize carpool or vanpool programs that originate within Fresno County, spark the development of new vanpools/ carpools and offer financial support and assistance to existing vanpools.
- Fresno COG shall prepare an analysis of potential pricing strategies to reduce GHG emissions. Such strategies shall include but are not limited to reduced transit fares; fare-free zones on the transit system; transit vouchers; days on which transit is free; and imposing tolls on freeways and highways.
- Fresno COG shall support clean transportation programs that aim to reduce fuel consumption, promote the use of electricity as an alternative fuel, reduce dependence on foreign oil, and respond to state environmental priorities. Fresno COG shall incorporate electrification technologies (e.g., such as electric vehicle charging stations, electrified bus) that reduce GHG emissions into future RTPs and RTP updates as feasible.
- Fresno COG shall support efforts that further analysis of the GHG emission contribution from goods movement through transportation corridors, trucking, ports and other relevant freight movement practices.
- Fresno COG shall support the use of grants, loans, incentives and revenue raising authority to assist local governments with the implementation of climate change response activities and GHG reduction strategies.
- Fresno COG shall support state efforts to create standards and protocols for all new passenger cars and light-duty trucks that are purchased by the state and local governments that conform to the California Strategy to Reduce Petroleum Dependency.
- Fresno COG shall support state legislation to provide incentive funds to local governments to develop and implement GHG reduction programs.
- Fresno COG shall support efforts that will enable counties to purchase new vehicles for local fleets that conform to state purchasing standards, are fuel efficient, low emission, or use alternative fuels.

Land Use

Once complete, Fresno COG will work with local agencies to integrate the San Joaquin Valley Blueprint process into future and local regional planning efforts, including the 2010 Regional Transportation Plan and subsequent RTP Updates. The Regional Blueprint plans for population growth that is anticipated in

the region over the next 40+ years. This process will ultimately integrate land use, transportation and resource planning to form a preferred vision for future development through the year 2050. The Blueprint will address greenhouse gas emissions reductions through the following goals and objectives:

Deleted: Projects included in the 2010 RTP must be consistent with the preferred Blueprint Strategy.

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- Accommodate projected population growth by identifying appropriate areas for urban and rural growth, economic development, and multi modal transportation corridors that support smart growth principles.
- Promote 'downtowns' or 'urban centers' as the commercial, financial and social centers of communities. Promote higher density housing located adjacent to and within convenient walking distance of downtown, urban mixed use centers and/or transit corridors.
- Support and encourage policies and plans which direct growth to well planned neighborhoods and communities.
- Encourage the design and development of an effective transportation system that integrates all modes into a seamless, reliable, cost- efficient system, including intelligent transportation solutions and high tech communication options.
- Support intermodal travel including park-and-ride, rideshare, bicycle, rail and transit programs.
- Support increased mass transit connectivity and accessibility.
- Promote reduction of vehicle miles traveled.
- Promote the achievement and maintenance of State and Federal standards for air quality.
- Encourage General Plan, Community Plan and Specific Plan updates to include air quality elements, and mitigation measures that reduce air pollution and vehicle miles traveled from existing and new development.
- Encourage the reduction of air pollution impacts from new developments.
- Support and coordinate efforts that address strategies to reduce greenhouse gases and incorporate the latest scientific information into planning efforts.
- Promote energy efficiency, solar energy production, and other methods of reducing greenhouse gas production.
- Encourage local general plans to incorporate climate change strategies.
- Help establish baseline greenhouse gas emission rates for municipalities.
- Promote landscaping strategies that will reduce greenhouse gases.

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Energy

During the design and approval of transportation improvements implemented under the proposed 2007 RTP, the following energy efficiency measures shall be incorporated when applicable:

- LED technology, or comparable energy-efficient technology, shall be used for all new or replaced traffic lights, rail signals, and other features compatible with LED technology.
- Fresno COG shall support the use of procurement practices that promote the use of energy efficient products and equipment.

Deleted: <#>Develop and implement a Safe Routes to Schools Program to reduce driving trips to schools -- work with cities and school districts to identify infrastructure needed to encourage walking, biking and carpooling; develop and disseminate educational materials for students, teachers and parents; provide assistance in designing and locating/obtaining funding for Safe Routes to School projects.¶

Fresno COG shall encourage state and federal lawmakers and regulatory agencies to design programs to promote the expanded availability and use of renewable fuels.

Public Education

Fresno COG will conduct a public information program to educate the public about the connection between individual transportation behavior and global climate change, including options for reducing motor vehicle-related greenhouse gas emissions. This includes information on trip reduction, trip linking, public transit, bicycling and walking, and other transportation related issues provided through educational forums, informational resources and other communication opportunities. In addition, Fresno COG will work with cities and school districts to identify infrastructure needed to encourage walking, biking and carpooling, as well as develop and disseminate educational materials for students, teachers and parents.

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Projects NOT Included in 2009 Interim Transportation Improvement Program

Route Postmile PIN Dist-FA Fund AQ Lead	Description	Total Escalated Cost	Program Schedule (Construction costs escalated per Caltrans percentage)							
			Four Year Element							
			Phase	Prior Years	08/09	09/10	10/11	11/12	12/13	13/14
FRE090606	Construct dual left turn lanes for northbound Clovis Avenues at McKinley Avenue.		PE RW Const				40,800 448,500			
STPL/AGENCY 0.00	\$ 489,300						489,300			
Fresno, City of	20300000494									
FRE070615	N. Reed Ave. between Manning Ave. to the south and South Ave. to the north. Acquire right of way and widen Reed Ave. from two lanes undivided to four lanes divided.		PE RW Const	172,900	159,300		2,289,600			
STPL/CITY 0.00	\$ 2,621,800						2,289,600			
Reedley, City of	20300000417			172,900	159,300		2,289,600			
FRE070617	Academy Ave between North and 11th. Combination overlay/ reconstruction and widening.		PE RW Const	71,200		1,532,800				
STPL/CITY 0.00	\$ 1,604,000					1,532,800				
Sanger, City of	20300000419			71,200		1,532,800				
41 29.5/30.5 FRE071005 06-44770	In Fresno- Bullard Avenue to Herndon Avenue and northbound Herndon off-ramp- add auxiliary lane		PE RW Const				3,700,000 370,000			
SHOPPAC/ST-CASH 0.00	\$ 14,950,000						14,950,000			
Caltrans	20300000439									
41 0.0/7.1 FRE021201 06-442400 ST-CASH 0.00	Near Fresno, from the Kings County Line to Eikhorn Avenue. Widen from 2-lane to 4-lane expressway.		PE RW Const	2,580,000				8,500,000		
Caltrans	10300000174			2,580,000				8,500,000		
180 R65.6/R71.6 FRE021106 06-342510 ST-CASH 0.00	Near Centerville from Temperance Avenue to Academy Avenue. Construct 4-lane expressway on existing alignment (2C to 4E).		PE RW Const	3,012,000 24,059,000				1,400,000	1,800,000 29,600,000	
Caltrans	\$ 59,871,000 10300000176			27,071,000				1,400,000	31,400,000	

Projects NOT Included in 2009 Interim Transportation Improvement Program

Route
Postmile
PIN
Dist-FA
Fund
AQ
Lead

Description

Program Schedule

(Construction costs escalated per Caltrans percentage)

Fund		Total Escalated Cost		Four Year Element							
AQ				Phase	Prior Years	08/09	09/10	10/11	11/12	12/13	13/14
Lead											
FRE071203 06-44260 BOND99 0.00 Caltrans	In the City of Fresno and within Madera County, from 0.2 miles south of the Grantland Ave. Undercrossing to 0.6 miles north of the Ave 7 overcrossing, widen existing 4-lane Freeway to	\$	55,700,000	PE RW Const	1,800,000	3,300,000	2,000,000				
	20300000549				1,800,000	3,300,000	2,000,000		48,600,000		
99 26.5/30.7 FRE071202 06-44260 BOND99 0.00 Caltrans	In the City of Fresno, from the Ashlan Ave. overcrossing to 0.2 miles north of the Grantland Ave. undercrossing, widen existing 4-lane Freeway to 6-lane Freeway.	\$	37,300,000	PE RW Const	500,000	2,500,000 300,000	34,000,000				
	10300000262				500,000	2,800,000	34,000,000				
FRE090602 STPL/AGENCY 0.00 Clovis, City of	Center and outside travel lane improvements on Temperance Avenue north and south of Sierra Avenue. Widen to two lanes of travel in each direction.	\$	603,500	PE RW Const				48,500	555,000		
	20300000490							48,500	555,000		
FRE090603 STPL/AGENCY 0.00 Clovis, City of	Center travel lane improvements on Nees Avenue from Sunnyside to Armstrong Avenues.	\$	603,400	PE RW Const				70,400	533,000		
	20300000491			Total				70,400	533,000		
FRE040621 STPL/CITY 0.00 Fresno, City of	Herndon from Marks to Valentine-Widening to six lanes. Traffic signal modifications and landscaping.	\$	1,957,100	PE RW Const	130,000 300,000	1,527,100					
	20300000369				430,000	1,527,100					
FRE040622 STPL/CITY 0.00 Fresno, City of	Herndon from SR 99 to Weber and Golden State Blvd. Addition of through lanes (2LU to 4LD), turn lanes, bus bays. Modification of at grade railroad crossing. Addition of medians and landscaping.	\$	6,003,900	PE RW Const	278,000 304,800	2,589,200		2,823,900			
	20300000370				580,800	2,589,200		2,823,900			
FRE070609 STPL/CITY 0.00 Fresno, City of	Operational improvements to relieve congestion and reduce delay on Willow Ave. This project will add a second southbound lane within the project limits.	\$	3,134,800	PE RW Const	289,700 416,400 2,146,300	416,400 2,146,300		282,400			
	20300000381				289,700	2,562,700		282,400	282,400		

2007

Regional Transportation Plan

Amendment #1



INTRODUCTION

The Council of Fresno County Governments (Fresno COG) is the Regional Transportation Planning Agency (RTPA) for the Fresno County region, a designation given by the State of California. Under federal legislation, it is also designated as the Metropolitan Planning Organization (MPO). Working with technical advisory committees, interested citizens, and other government agencies, a coordinated effort has been made to develop a multimodal regional transportation system plan for Fresno County.

The 2007 Regional Transportation Plan (RTP), adopted in May 2007, is a comprehensive assessment of all forms of transportation available in Fresno County and of needs for travel and goods movement projected into the future until the year 2030. Development of the RTP is a process of intergovernmental cooperation, coordination and long-range planning which has involved the fifteen cities, Fresno County, staff from related local public agencies, the Air District, Caltrans, and the public. This process has been accomplished within the framework of the Fresno COG, which is the Regional Transportation Planning Agency (RTPA) for the Fresno County area. Updated editions are required every four years and are refinements of the original and subsequent plans. It is required under state and federal planning regulations; projects cannot be programmed for state or federal funding, nor implemented, unless identified in the RTP.

Federal and State legislation mandate that long range transportation planning be done every four years for a period of at least 20 years into the future. The 2007 version of the Regional Transportation Plan is a reflection of the federal directives embodied in Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and the Clean Air Act Amendments of 1991. These acts require that Regional Transportation Plans include only those projects which can actually be delivered with funds expected to be available, and that those projects will help attain and maintain air quality standards.

This plan specifies those projects and programs that can be funded throughout the life of the plan, and evaluates them through a process of computer modeling, to determine their impacts upon air quality. This is called demonstrating "conformity" with adopted air quality targets. Projects will only be evaluated for conformity if they have a strong likelihood of being funded. The financial element of the plan will advocate for a stable and equitable approach to statewide funding, so that the entire Valley can respond appropriately to the needs of a growing population, environmental quality, and the continuing needs of both maintenance and innovation in transportation systems.

2007 RTP AMENDMENT #1

Policy Element

The Policy Element of the RTP addresses legislative, planning, financial and institutional issues and requirements, as well as any areas of regional consensus. The Policy Element provides guidance to decision-makers regarding the implications, impacts, opportunities and options that will result from RTP implementation. The proposed Amendment #1 continues to support the goals, policies, and actions of the 2007 RTP.

Needs Assessment & Action Element

The Needs Assessment & Action Element establishes a plan of action for the region to meet identified transportation needs and issues consistent with the goals and policies of the RTP. Amendment #1 updates the Urban Mass Transportation section to address the potential for Bus Rapid Transit within the City of Fresno.

Financial Element

Fresno COG adopted the 2007 RTP to comply with the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) planning regulations. SAFETEA-LU planning regulations require that the RTP's revenues and costs be shown in year of expenditure dollars. In addition, all projects to be included in the Federal Transportation Improvement Program (FTIP) must be fully funded in the RTP, and include estimated total project cost.

The proposed amendment incorporates changes in the financially constrained and unconstrained project lists to reflect constantly changing priorities of local jurisdictions and regional agencies. The Financial Element of the 2007 RTP was developed with rate of inflation and rate of growth estimates consistent with the requirements of SAFETEA-LU; Amendment #1 continues to reflect and clarifies percentages used to calculate year of expenditure dollars for revenues and costs.

Projects included in the Financially Constrained List have undergone air quality conformity analyses to ensure that they contribute to the region's compliance with state and federal air quality regulations.

Attached are several projects added to the Unconstrained Project List, which incorporates the region's unbudgeted "vision". These projects represent alternatives that could be moved to the constrained program if proper funding can be identified. Status as an unconstrained project does not imply that the project is not needed; rather, it simply cannot be accomplished given the fiscal constraints facing the Fresno region. Unconstrained projects are not included in the air quality conformity analysis.

The financial analysis indicates that the 2007 RTP remains fiscally constrained with amendments of these projects. The air quality conformity analysis indicates emissions for ozone precursors, particulate matter, and carbon monoxide remain below established mobile source emissions budgets.

Chapter 4

Needs Assessment and Action Element

4.4 Urban Mass Transportation

4.4.1 Overview

The purpose of the Regional Transportation Plan's Mass Transportation section is to review the existing and planned transit services and determines those improvements that will provide the greatest benefit while maintaining a high level of system efficiency. The following section has been updated to incorporate Bus Rapid Transit into the discussion

4.4.5 Proposed Actions

Short-Range Transit Plan

Fresno Area Express

The most recent Short-Range Transit Plan (SRTP) for the Fresno-Clovis Metropolitan Area was adopted on June 30, 2005. The Plan represents a short-range evaluation of transit needs and proposes specific recommendations for implementing the long-range objectives of the RTP. The Plan guides the provision of transit services in the FCMA over a five-year period, and sets forth an action plan commensurate with reasonable needs and available funding. The SRTP and this RTP are being amended to reflect the findings and recommendations of the Long-Range Transit Master Plan that was completed February 2002.

In order to achieve the goal of maintaining financial stability, FAX must continuously seek improvements in service productivity and cost effectiveness. Since the majority of FAX's budget is spent to provide service on the street, it is critical that service be regularly monitored to ensure these resources are being utilized to the fullest extent possible. FAX has addressed system productivity by instituting an ongoing program of service evaluation to identify inefficient use of resources and respond with corrective measures.

The primary assessment of transit service is accomplished by measuring individual route performance using FAX's route evaluation process. When appropriate, corrective action is taken to modify route alignments, change the service schedule to ensure that resources are used in the most productive manner. There are many methods for evaluating the efficiency and effectiveness of public transportation service. Because each method has unique strengths and weaknesses, FAX employs several service evaluation methods. Among the methods used are: peer review analysis, system minimum/maximum standards assessment, and passenger surveys.

Peer Review Analysis uses standard service measurement criteria to compare one agency's system performance against another. This kind of analysis is most valuable when standard, well controlled data sets are available, and when the systems being evaluated have similar operating environments.

The System Minimum/Maximum Standards Assessment uses standards that are established both through legislation and local effort. From a legislative perspective, Federal and State regulations require public transit operators to provide and maintain service in some very specific ways. The Federal Transit Administration has regulations governing the provision of "Charter Service." Also, Title VI of the Civil Rights Act of 1964 states the following:

"No person in the United States shall, on the grounds of race, color, or national origin be excluded from participation in, be denied the benefits of, or be subjected to discriminations under any program or activity receiving Federal financial assistance."

As part of the Title VI regulations, FAX must provide a Title VI Evaluation Report every three years. There are two sections to this report. The first section, *General Reporting Requirements*, contains information concerning active lawsuits and complaints, a description of any pending applications for Federal financial assistance, a summary of civil rights compliance review activities, FTA civil rights assurances, and fixed-facility impact analysis. The second section, *Program Specific Requirements*, contains information regarding the Title VI internal review process for service delivery, the internal monitoring process, the service standard policies, and a description of service changes specific to the Fresno Area Express fixed-route transit system and its impacts on the minority population. The Title VI assessment is designed to ensure that FAX provides its services equally among various population groups. Specifically, census tracts designated as "Minority Census Tracts" must be evaluated and compared to Non-Minority Census Tracts to determine whether any discriminatory practices are evident.

The State Transportation Development Act (TDA) regulations require FAX to maintain a minimum 20 percent farebox recovery ratio. The TDA also places restrictions on the use of State Transit Assistance (STA) Funds. Regulations require transit agencies to keep cost increases under the State Cost of Living Index (CPI). If cost increases exceed the State CPI, transit agencies are not allowed to use STA Funds for operating expenses. Finally, local and regional concerns are used to develop minimum productivity standards. For FAX, these standards are developed through a coordinated, comprehensive, continuous process carried out by the Council of Fresno County Governments (COFCG). The COFCG's Regional Transportation Plan (RTP) and Short-Range Transit Plan for the Fresno-Clovis Urbanized Area (SRTP), set guidelines for service evaluation. Additionally, each year the COFCG prepares the Annual Transit Productivity Analysis. This document assesses all public transit operators in Fresno County, and reviews the most recent Triennial Audit recommendations.

In 1981, a Transit Corridor Analysis was completed which evaluated the efficiency and effectiveness of service on a route-by-route basis. At that time, service measures were developed to assist in evaluating individual route performance in relation to the system-wide performance. Those minimum performance measures continue to be the basis of local service evaluation. At a minimum, an individual route should exceed 60 percent of the system-wide average for a number of key passenger productivity indicators. The 60 percent figure is an overall industry standard that assumes a transit system may tolerate some low performing routes if they provide an important component of the system, and especially if the component helps meet the needs of the transit dependant riders. Cost performance measures should not exceed 140 percent of the total system average, with 140 percent representing the system maximum.

Passenger surveys allow public transit operators to include human aspects of service in the evaluation mix. Measurements of satisfaction, friendliness, and of opinions about services provided are most appropriately collected through customer surveys. Additionally, customer surveys provide an effective way to measure customer expectations and needs, and provide valuable information for quality decision making.

FAX utilizes a variety of survey methods including inexpensive self-administered surveys that are provided in every schedule guide, and more detailed and expensive on-board interviews. These surveys are used to collect information that is required by Federal and State agencies including passenger demographics, origin/destination information, and travel habits. This data also provides FAX with insights into the concerns of our passengers. For example, it was one of these passenger surveys that allowed FAX to prioritize service improvement options and select night service in 1999.

Clovis Transit

Clovis Transit has also been affected by limited funding, which necessitated changes with an added emphasis on efficiency. Route changes will be implemented based upon demand, reducing transfers and

elimination of unproductive routes or portions of routes. Increased emphasis will continue to be placed on peak-hour service.

Clovis Transit will continue to monitor existing services for productivity and internal efficiencies. Efforts to coordinate services among transit systems for maximum delivery of service throughout the region will also continue. Ongoing coordination and consolidation of all Clovis transportation service for social service agencies will continue to be the focus of Clovis' specialized services.

Long-Range Improvement Plan

Fresno, like other Central California cities, is expected to continue experiencing a high rate of growth and development over the next twenty years. This growth will bring both opportunities (new jobs, new housing and increased prosperity) and problems (increased traffic congestion, air pollution and general over-crowding).

The Fresno urban area is no stranger to some of these problems. Fresno has experienced explosive growth, especially in the northern neighborhoods abutting Herndon Avenue. On one hand, this growth has been good because it has increased the stock of affordable housing and created thousands of jobs in construction and related industries. On the other hand, the increase in automobile traffic associated with this growth is having an effect on both traffic congestion (collector streets and arterials) and air pollution.

Will things get worse? The population of the FCMA, according to the State Department of Finance, is expected to surpass 1 million within the next twenty years. According to the COG Travel Model, traffic congestion throughout the FCMA will reach a 'significant' level by 2010 and 'serious' level 2020.

Increased congestion impacts not just cars but buses as well. How? An increase in congestion increases the time it takes for a bus to make a round-trip, which, in turn, increases the number of buses, needed just to maintain the current level of service. In other words, it ends up costing more to keep doing the same thing. Even a small decrease in the average speed along a corridor can translate into the need to one or two extra buses on a route. This in turn can increase annual operating costs by several hundred thousand dollars. In the near future as much as 25% of a bus' total round-trip time could be spent waiting at red lights or creeping along in stop and go traffic.

Public transit operators and policy makers must give serious consideration to how competitive transit can or should be with private automobiles. If FAX, or any other transit operator, is expected to play an earnest role in economic development, environmental justice or improving air quality, then it will be necessary to offer a system which is competitive with the private automobile. If so, that system will look vastly different from the system on the street today. The question then becomes, is the community ready to commit the resources needed for transit to be a viable alternative to the ubiquitous automobile?

The Fresno Area Express (FAX) Long-Range Transit Master Plan (FAX LRTP) provides a vision of what public transit might/should look like in twenty years based on adopted regional and local goals and objectives. The Plan presents an evaluation of current and future transit needs and issues, plus recommendations for creating a system to address those needs in an effective and efficient manner. The Plan has two primary components: A long term (2020) vision for public transit, and a five-year short-term plan that supports the longer term vision.

The current FAX system, as with many other areas around the county including those within Fresno County, is one that primarily addresses social service transportation needs. The typical FAX passenger tends to come from a transit dependent household and has few, if any options other than riding the bus. If public transit is going to play a role in addressing mobility and air pollution challenges, the system will need to be structured, or restructured, in a manner that can attract choice riders. It must become competitive with the automobile.

With limited resources, shifting the service objectives of the FAX system could result in the need to make some difficult trade-offs. A system that is designed to be competitive with the automobile is not always

appropriate for serving social service needs. This could become an issue for current riders and social service agencies. The question is, how limited resources will be distributed between competing needs. The FAX LRTP identifies two short-term scenarios as well as long-term strategies that build upon these scenarios.

(1) *Short-term scenario A* focuses all resources toward maximizing system-wide ridership. This scenario reduces service in areas that currently generate low ridership, while increasing the frequency of service to every 15 minutes all day in areas of high ridership. The service assumes a 25 percent increase in resources and suggests that ridership growth in the range of 35-50% is conceivable.

(2) *Short-term scenario B* retains coverage to all areas now served, and even expands the coverage area to include most developed parts of the city. Relatively few improvements are made to increase productivity, although some frequencies are improved. This scenario is likely to increase the growth rate in ridership slightly, but at a rate below that of Scenario A. To date, this has been the scenario of choice for FAX and other Fresno County service providers.

For long-term growth, the service plan recommends the implementation of either of the short-term scenarios, and then to grow service only as funding resources permit. The approach presumes that the 30% growth in travel projected for the region will occur overwhelmingly in the form of single-occupant auto trips. The long-term recommendations urge Fresno to aggressively seek funding for a major expansion and "reinvention" of the rubber-tired transit system, as well as for major high capacity transit projects.

The 2002 FAX LRTP identified four corridors that could potentially support high capacity transit to be considered in a future Federal Major Investment Study. The corridors include Ventura/Kings Canyon, Shaw Avenue, Cedar Avenue and Blackstone Avenue. Data collected during the preparation of the FAX LRTP including residential and employment densities, current and planned land uses, and current FAX ridership travel demand analysis showed these corridors to be the most viable within the FCMA. As recommended in the Plan, the City of Fresno completed an Alternative Mass Transportation Pre-Major Investment Study. (PreMIS). This study was completed in two phases. Phase I of the study, "Developing a Vision for High Capacity Transit", conducted the outreach necessary to inform the public and key stakeholders about the realistic potential for high capacity transit service within the study areas. This phase also developed a set of policy and strategy recommendations that will enhance transit supportive development. Phase II of the study focused on the choice corridor for more detailed cost, ridership and mode-split projections.

FAX undertook an update of the Long-Range Transit Master Plan (LRP) update in January 2007. Much of the work was the development of a Bus Rapid Transit (BRT) Plan for the FCMA. The work has included public outreach, corridor selection as well as ridership and cost modeling. The final plan includes an evaluation of the steps necessary to seek federal Small Starts funding. In addition to the service planning, the LRP includes a task to evaluate 'Urban Growth Management Transit District' or similar development fees to support transit infrastructure.

The preferred corridor for the FAX's first BRT line will operate on Ventura/Kings Canyon Boulevard between Fowler Avenue on the east and the CBD following the current FAX Route 28 alignment. A possible interlined corridor traveling from the CBD to Manchester Transit Center via Fresno City Collage is being considered as part of this first BRT service. The proposed corridor is comprised of segments of FAX's most productive routes. Other corridors identified in the Plan include Cedar Avenue (FAX Route 38); Shaw Avenue (FAX Route 9) including service to Clovis; and Blackstone Avenue (FAX Route 30)

The current FAX system, as with many other areas around the county including those within Fresno County, is one that primarily addresses social service transportation needs. The typical FAX passenger tends to come from a transit dependent household and has few, if any options other than riding the bus. If public transit is going to play a role in addressing mobility and air pollution challenges, the system will need to be structured, or restructured, in a manner that can attract choice riders. BRT service promises to

provide significant reductions in travel time and improvements in service reliability that will attract more choice riders.

The Fresno COG is also undertaking Phase II of the Public Transportation and Infrastructure Study (PTIS). The purpose of the PTIS is to evaluate mobility needs and opportunities, and to identify strategies for public transit and transit supportive infrastructure development that will result in wider acceptance and use of non-automobile transportation modes such as public transit, bicycle and pedestrian travel. In addition to the development of viable alternative public transportation options for Fresno County, this study seeks to develop ridership projections and cost estimates for various scenarios that will be used to establish a long-range plan leading to optimum connectivity within the region.

Phase I of the PTIS evaluated existing and planned land uses, mapped residential and employment densities, and identified primary travel corridors for communities outside of the Fresno/Clovis Metropolitan Area (FCMA). Phase I also reviewed existing land use policies and developed a set of transit supportive recommendations.

Discussion

Coordination of Fares and Schedules

Management and staff from FAX, Clovis Transit, Fresno County Rural Transit Agency, and Fresno County Economic Opportunities Commission meet regularly to discuss ongoing planning projects and reports, service issues, and connectivity among systems. Coordination of fares and schedules is an ongoing topic at these meetings. FAX now includes Clovis Roundup schedules with the FAX Schedule Guide, and in October 2004, Clovis Roundup and FAX initiated the Metro Pass, a new regional pass that is accepted on both systems. Information for both systems is available by phone at 559-621-RIDE.

In addition, a regional farebox system that could facilitate a regional pass program was included as part of the COG's "One Voice" program. FAX is the lead agency in the procurement of a new Automated Fare Collection System that will accomplish many of the benefits of forming a regional transit agency without the necessity of forming a new regional political structure.

Transit Interface

COG continues to publish the *Fresno County Transportation Guide*. The Guide is a bilingual (English/Spanish), user friendly booklet which describes in detail the availability of mass transportation services throughout the county. The Guide includes information on regional, inter-city, and local transportation providers; information on transportation services to many popular destinations; and clear direction on how to plan trips and make connections within and between systems and modes. The document includes several colored maps. The COG continues to revise the document each time it is published.

Public/Private Sector Coordination

FAX continues to contract with the private sector for many services which can be provided more reliably and economically. The maintenance department contracts to private firms for a variety of services including major overhauls and vehicle painting. FAX also contracts with private firms for special studies, surveys, marketing projects, technical training and administrative equipment servicing. Planning and related services are now contracted with the Council of Fresno County Governments. Many administrative support services such as legal, personnel, communications, finance, data processing and purchasing are performed by other city departments. Municipal code and labor contracts preclude some outside service contracting.

Inter-city Rail

Amtrak currently provides inter-city passenger rail service for six round trips daily. Freight is carried along both the Burlington Northern Santa Fe and the Union Pacific railroads.

Passenger Rail Project Priorities:

Passenger rail priorities currently facing Fresno include:

- Preservation of abandoned railroad right-of-way and trackage
- The California High Speed Rail Project
- Assessment of future light rail potential

A more detailed discussion of rail issues can be found elsewhere in this document (Section 4.8) under the heading *Rail*.

Chapter 5

Financial Element

5.1 Introduction

The Financial Element of Fresno COG's 2007 Regional Transportation Plan (RTP) is intended to provide the costs and revenue assumptions necessary for decision makers to implement the RTP. These assumptions include revenue estimates for specific governmental funding programs, local contributions and tax initiatives. The intent of the financial assumptions is to provide a level of financial detail adequate for options to be exercised by State and local decision makers.

5.6 Financially Constrained Project Lists

The financially constrained projects within Fresno COG's current Federal Transportation Improvement Program are programmed between the years 2008/09 thru 2011/12. Costs are current total project costs, including a Rate of Growth of 3.5%, as required to be submitted to Fresno COG at the time of application. Projects identified include those from the current and future Measure C programs, Regional Choice program, RSTP, CMAQ, TE, SHOPP and various assorted federal and state programs. All candidate projects are consistent with those identified in the Caltrans Interregional Improvement Program (IIP) and the Regional Transportation Improvement Program (RTIP). In addition, all candidate projects are considered with the regional goals, policies, and objectives identified in Chapter 3.

Exhibit 5-6 has been revised and includes the complete listing of the candidate list of regional transportation projects that have been modeled for air quality conformity and are financially constrained based on anticipated available revenues over the life of the RTP. Exhibit 5-6(a) lists projects that have been added to the "vision", or financially unconstrained project list for Fresno County.

Exhibit 5-10 is the multi-modal list of projects that have been identified for funding through the reauthorization of Measure "C". All projects on this \$1.7 billion list are to be funded by future Measure "C" revenue. In total, all of the identified projects add up to approximately \$4.48 billion, including 3.5% Rate of Growth. Additional information on the implementation of Measure C projects and programs is available in Appendix E of the 2007 RTP and the Measure C Expenditure Plan. Exhibit 5-11 shows the financial constraint summary for the 2007 RTP, including Amendment #1.

2007 RTP Amendment #1
Exhibit 5-6. Regionally Significant Project Listing

Exhibit 5-6. Regionally Significant Project Listing													
Jurisdiction/ Agency	RTP Project ID	CTIPs Project ID	Facility Name/Route	Project Limits	Type of Improvement	Estimated Cost	Conformity Analysis Year (project open to traffic)						
							2010	2011	2014	2017	2020	2023	2030
County of Fresno	514	20300000144	Academy	Manning to SR 180	2 LU to 4 L Expressway	\$21,000,000	X	X	X	X	X	X	X
	510	20300000144	Academy	Manning to Mountain View	Improve 2 lane facility	\$8,000,000	X	X	X	X	X	X	X
	1046	203000000419	Academy	11th to North	Overlay/Reconstruct 4 LU to 4 L w/2WL TL	\$1,600,000			X	X	X	X	X
Sanger	271		Ashlan	Locan to Dewolf	3 LU to 4 LU	\$2,000,000	X	X	X	X	X	X	X
Clovis	197		Ashlan	Blythe to SR 99	2 LD to 4 LD	\$800,000	X	X	X	X	X	X	X
City of Fresno	302		Ashlan	Fowler to Armstrong	2 LU to 4 LD	\$2,300,000	X	X	X	X	X	X	X
Clovis	400		Ashlan	Armstrong to McKelvy	3 LD to 4 LD Incl Median Landscaping	\$900,000	X	X	X	X	X	X	X
Clovis	305		Ashlan	Dewolf to Leonard	2 LU to 4 LD	\$3,500,000	X	X	X	X	X	X	X
Clovis	303		Ashlan	Leonard to McCall	2 LU to 4 LD	\$7,000,000	X	X	X	X	X	X	X
City of Fresno	195		Ashlan	Cornelia to Blythe	2 LD to 4 LD	\$500,000	X	X	X	X	X	X	X
City of Fresno	208		Ashlan	Grade separation @ UPRR & SR 99 interchange	Interchange improvements	\$25,000,000				X	X	X	X
City of Fresno	196		Ashlan	Polk to Cornelia	2 LU to 4 LD	\$2,500,000				X	X	X	X
City of Fresno	940		Ashlan	Garfield to Grantland	Unconstructed to 4 LD	\$1,000,000				X	X	X	X
City of Fresno	106		Ashlan	Bryan to Polk	2LD to 4 LD	\$1,350,000				X	X	X	X
City of Fresno	108		Ashlan	Grantland to Bryan	2 L to 4 LD	\$650,000				X	X	X	X
County of Fresno	564		Auberry	Copper to Millerton (W)	2 LU to 4 LD	\$22,250,000				X	X	X	X
City of Fresno	153		Brawley	Palo Alto to Herndon	2 LU to 4 LD	\$300,000		X		X	X	X	X
City of Fresno	212		Brawley	S of Shaw to Ashlan	2 LU to 4 LD	\$1,000,000				X	X	X	X
City of Fresno	198		Cedar	Belmont to SR 180	Widen to 6 L	\$5,000,000				X	X	X	X
City of Fresno	229		Cedar	Grant to Belmont	4 LD to 6 LD	\$1,000,000				X	X	X	X
City of Fresno	513		Central	SR 99 to Clovis	2 L to 4 LD	\$3,000,000				X	X	X	X
County of Fresno	529		Central	Maple to Golden State	2 LU to 4 LD	\$1,000,000				X	X	X	X
County of Fresno	515		Chestnut	Goldenstate to Clovis	2LU to 4 LD	\$800,000				X	X	X	X
County of Fresno	512		Clovis	American to SR 99	Widen to 4 LD Highway	\$1,500,000	X	X	X	X	X	X	X
City of Fresno	139		Clovis	Kings Canyon to McKinley	4 LD to 6 LD	\$3,400,000	X	X	X	X	X	X	X
City of Fresno	205		Clovis	McKinley to City of Clovis	4 LD to 6 LD	\$1,200,000	X	X	X	X	X	X	X
City of Fresno	291		Clovis	Alluvial to Nees	3 LD to 4 LD	\$1,200,000	X	X	X	X	X	X	X
Clovis	410		Clovis	Nees to Teague	2 L to 4 LD	\$17,000,000				X	X	X	X
Clovis	293		Clovis	Copper to Shepherd	Construct new 6 L divided arterial	\$5,000,000			X	X	X	X	X
City of Fresno	217		Copper	Friant to Cedar	2 LU to 6 LD	\$5,000,000				X	X	X	X
City of Fresno	1045		Copper	Cedar to Willow	2 LU to 4 LD	\$3,500,000				X	X	X	X
Clovis	286		Copper	Willow to Clovis	2 LU to 4 LU	\$9,750,000				X	X	X	X
City of Fresno	1048		Copper	Cedar to Willow	4 LD to 6 LD	\$1,500,000				X	X	X	X
Clovis	309		Copper-Clovis	Construct Beltway Interchange at Clovis and Shepherd	Unconstructed to 6 LD	\$10,000,000				X	X	X	X
City of Fresno	921		Divisadero	SR 41 on/off ramps	Additional SB off lane and dual lefts on Divisadero	\$2,000,000				X	X	X	X
City of Fresno	964		Elm	Central to North	at NB on ramp	\$1,000,000				X	X	X	X
City of Fresno	920		Friant	SR 41 to Audubon	2 LU to 4 LD	\$3,000,000				X	X	X	X
City of Fresno	248		Friant	Shepherd to Copper	6 LD to 8 LD	\$18,000,000				X	X	X	X
City of Fresno	234		Grantland	Shields to Ashlan	4 LD to 6 LD	\$4,000,000				X	X	X	X
City of Fresno	976		Grantland	Belmont to Shields	2 LU to 6 LD	\$1,000,000				X	X	X	X
City of Fresno	974		Grantland	Shaw to Parkway	2LD to 4 LD	\$1,800,000				X	X	X	X
City of Fresno	975		Grantland	Shaw to Veterans	2 LU to 4 LD	\$600,000				X	X	X	X
City of Fresno	1037		Veteran's Blvd	Ashlan to Gettysburg	New 6 LD Superarterial	\$1,500,000				X	X	X	X
City of Fresno	119		H St	Belmont to Ventura	2 LU to 4 LD	\$10,000,000	X	X	X	X	X	X	X
Clovis	288		Herndon	Clovis to Tollhouse	4 LD to 6 LD	\$1,500,000		X	X	X	X	X	X
City of Fresno	1031	20300000369	Herndon	Marks to Valentine	4 LD to 6 LD	\$1,900,000	X	X	X	X	X	X	X
City of Fresno	1032	203000000370	Herndon	SR 99 to Weber	2 LU to 4 LD	\$3,200,000	X	X	X	X	X	X	X
Clovis	1069		Herndon	Sunnyside to Fowler	4 LD to 6 LD	\$1,500,000	X	X	X	X	X	X	X
Clovis	1070		Herndon	Fowler to Tollhouse	4 LD to 6 LD	\$1,200,000	X	X	X	X	X	X	X
City of Fresno	200		Herndon	SR 41 to Fresno	Add new WB auxiliary lane for SB on-ramp	\$1,500,000				X	X	X	X
City of Fresno	1033		Herndon	Valentine to Milburn	4 Ld to 6 LD	\$5,000,000				X	X	X	X
City of Fresno	1035		Herndon	Polk to Weber	4 LD to 6 LD	\$2,000,000				X	X	X	X
City of Fresno	1036		Herndon	Milburn to Polk	4 LD to 6 LD	\$3,500,000				X	X	X	X
City of Fresno	115		Hughes	Neilsen to McKinley	2 LU to 4 LD	\$3,000,000				X	X	X	X
City of Fresno	1023		Hughes	Church to Whites Bridge	2 LU to 4 LD	\$1,500,000				X	X	X	X

Exhibit 5-6. Regionally Significant Project Listing

Exhibit 5-6. Regionally Significant Project Listing												
Jurisdiction/ Agency	RTP Project ID	CTIPs Project ID	Facility Name/Route	Project Limits	Type of Improvement	Estimated Cost	Conformity Analysis Year (project open to traffic)					
							2010	2011	2014	2017	2020	2023
City of Fresno	260		Jensen	Fruit to Martin Luther King Blvd	2 LU to 4 LD	\$1,500,000				X	X	X
City of Fresno	237		Jensen	Cherry to Clovis	4 LD to 6 LD	\$25,000,000				X	X	X
City of Fresno	118		Jensen	Marks to Fruit	2 LU to 4 LD	\$3,000,000						X
City of Fresno	121		Jensen	Clovis to McCall	4 LD to 6 LD	\$4,000,000				X		X
City of Fresno	194		Kings Canyon	Fowler to Temperance	2 LU to 4 LD	\$1,000,000						X
City of Fresno	125		Kings Canyon	Chestnut to Fowler	2 LU to 6 LD	\$25,000,000						X
Reedley	693		Manning	At Kings River	Bridge Replacement	\$10,000,000	X	X		X	X	X
County of Fresno	543		Manning	Buttontwillow to Alta	2 LU to 4 LD	\$3,000,000				X	X	X
County of Fresno	675		Manning	Reed to Columbia	2 LU to 4 LD	\$3,495,000				X	X	X
County of Fresno	542		Manning	Alta to Hill	2 LU to 4 LD	\$6,000,000				X	X	X
City of Fresno	116		Marks	Jensen to Whitesbridge	2 LU to 4 LD	\$3,000,000	X	X		X	X	X
City of Fresno	987		Marks	Weber to Dakota	2 LU to 3 LU	\$350,000				X		X
City of Fresno	117		Marks	Neilsen to McKinley	2 LU to 4 LD	\$2,400,000				X	X	X
City of Fresno	142		Marks	McKinley to Parkway	2 LU to 4 LD	\$1,900,000				X	X	X
City of Fresno	986		Marks	North to Jensen	2 LU to 4 LD	\$1,300,000				X	X	X
City of Fresno	338		McCall	Griffith to Shaw	2 LU to 6 LD	\$6,700,000				X	X	X
Clovis	336		McCall	Shaw to Bullard	2 LU to 6 LD	\$8,300,000				X	X	X
Clovis	337		McCall	Bullard to Herndon	3 LU to 6 LD	\$10,300,000				X	X	X
Clovis	444		McCall	Herndon to Shepherd	2 LU to 6 LD	\$30,000,000				X	X	X
City of Fresno	238		McKinley	Grantland to Golden State	2 LU to 4 LD widen SR 99 bridge	\$15,000,000						X
County of Fresno	549		Millerton	Friant to Table Mountain	2 LU to 4 LD	\$8,600,000				X		
County of Fresno	511		Millerton	Table Mountain Rd to Auberry Road	2 LU to 4 LD	\$4,400,000						X
City of Fresno	112		Motel Dr.	Herndon to Ashlan	2LD to 4 LD	\$5,100,000				X		X
County of Fresno	553		Mountain View	Bethel to e/o Smith (Tulare County Line)	2 LU to 4 LD	\$8,000,000				X	X	X
City of Fresno	239		North	Cedar to Chestnut	2 LU to 4 LU	\$1,500,000				X	X	X
City of Fresno	994		North	Walnut to Hwy 41	2 LU to 4 LD	\$2,500,000				X	X	X
City of Fresno	261		North	Orange to Cedar	2 LU to 4 LD, improve SR 99 interchange	\$12,500,000				X	X	X
City of Fresno	192		Peach	Butler to Belmont	2 LU to 4 LD	\$10,000,000				X	X	X
City of Fresno	193		Peach	Jensen to Butler	2 LU to 4 LD	\$1,500,000						X
City of Fresno	1002		Polk	North to Jensen	2 LD to 4 LD	\$700,000				X	X	X
City of Fresno	131		Polk	Gettysburg to Shaw	2 LU to 4 LD	\$5,000,000				X	X	X
City of Fresno	913		Polk	Olive to Belmont	Unconstructed to 4 LD	\$1,000,000				X	X	X
City of Fresno	1001		Polk	Olive to McKinley	2 LD to 4 LD	\$500,000				X	X	X
City of Fresno	161		Polk	Shields to Gettysburg	2 LU to 4 LD	\$1,500,000				X	X	X
City of Fresno	220		Polk	McKinley to Shields	2 LU to 4 LD	\$1,000,000				X	X	X
City of Fresno	676	203000000417	Reed	Manning to South	2 LU to 4 LD	\$3,495,000	X	X		X	X	
Reedley	677		Reed	Olson to 11th St	2 LU to 4 LD	\$3,500,000	X			X	X	
County of Fresno	556		Reed	Reedley City Limit(South ave.) to Goodfellow	2 LD to 4 LD	\$6,000,000						X
Clovis	908		Shaw	Locan to Dewolf	2 LU to 6 LD	\$4,100,000	X			X	X	X
Clovis	392		Shaw	Clovis to Temperance	4 LD to 6 LD	\$2,000,000				X	X	X
Clovis	931		Shaw	DeWolf to Highland	2 LU 6 LD	\$8,300,000				X	X	X
Clovis	354		Shaw	Highland to McCall	2 LU to 6 LD	\$12,300,000				X		
City of Fresno	243		Shaw	Veterans Blvd to Golden State	2 LU to 6 LD	\$4,000,000						X
City of Fresno	265		Shaw	Garfield to Grantland Diagonal	2 LU to 4 LD	\$1,000,000						X
County of Fresno	558		Shaw	McCall to Academy	2 LU to 4 LD	\$6,000,000	X					X
Clovis	359		Shepherd	Willow to 1/4 Mile east	2 LU to 3 LD	\$1,500,000		X		X	X	X
Clovis	393		Shepherd	Willow to Clovis	3 LU to 4 LD	\$4,000,000			X	X	X	X
Clovis	370		Shepherd	Temperance to Dewolf	3 LD to 4 LD	\$1,300,000			X	X	X	X
City of Fresno	132		Shepherd	Cedar to Maple	2 LU to 4 LD	\$500,000			X	X	X	X
City of Fresno	168		Shepherd	Chestnut to Willow	2 LU to 4 LD	\$2,600,000			X	X	X	X
Clovis	910		Shepherd	Clovis to Fowler	3 LD to 4 LD	\$1,600,000			X	X	X	X
Clovis	911		Shepherd	Fowler to Armstrong	3 LD to 4 LD	\$1,400,000			X	X	X	X
Clovis	356		Shields	Armstrong to Temperance	3 LU to 4 LD	\$2,000,000	X	X		X	X	X
City of Fresno	122		Shields	Armstrong to Temperance	2 LU to 4 LD	\$2,000,000			X	X	X	X
City of Fresno	113		Shields	Cornelia to Parkway	2 LU to 4 LD	\$3,000,000			X	X	X	X
City of Fresno	100		Shields	Fowler to Armstrong	2 L to 4 L	\$3,000,000			X	X	X	X

2007 RTP Amendment #1

Exhibit 5-6. Regionally Significant Project Listing

Exhibit 5-6. Regionally Significant Project Listing													
Jurisdiction/ Agency	RTP Project ID	CTIPs Project ID	Facility Name/Route	Project Limits	Type of Improvement	Estimated Cost	Conformity Analysis Year (project open to traffic)						
							2010	2011	2014	2017	2020	2023	2030
City of Fresno City of Fresno City of Fresno Kingsburg Caltrans Caltrans Caltrans	147		Shields	Sunnyside to Fowler	2 LU to 4 LD	\$1,000,000				X	X	X	X
	247		Shields	Grantland to Cornelia	2 LU to 4 LD	\$2,500,000					X		X
	47		Shields	At SR 99	Construct overcrossing	\$12,000,000						X	X
	928		Simpson Street	Stroud Ave. to Sierra St.	2 LU to 4 LU	\$800,000					X		X
	1018		SR 145	Nelson to Shaw	2 LU to 4 LU	\$42,000,000						X	X
	1065		SR 145	SP RR to SR 180	2 LU to 4 LU	\$43,370,000							X
					Construct 2 L expressway on new alignment of 4 L freeway ROW	\$67,500,000							X
					Construct 2 L expressway on new alignment of 4 L freeway ROW	\$52,500,000				X	X		X
					Construct Braided Ramps	\$25,000,000			X	X	X		X
			20300000177	SR 180 E	Quality to Trimmer Springs	2 LU to 4 L Expressway on 4 L ROW	\$66,900,000	X	X	X			
Caltrans Caltrans Caltrans Caltrans	43	10300000175	SR 180 E	Clovis to 0.8 km east of	Unconstructed to 4L Freeway on 6L ROW Fowler to Temperance	\$47,673,000			X	X	X		X
	53	10300000176	SR 180 E	Temperance to Quality	2 LU to 4 L Expressway on existing alignment	\$73,971,000			X	X	X		X
	54	10300000178	SR 180 E	Trimmer Springs to Frankwood	2 LU to 4 L Expressway on 4 L ROW	\$85,960,000				X			X
	56		SR 180 E	Frankwood to Cove	2 LU to 2 L Expressway on new alignment	\$15,000,000					X		X
					Unconstructed to 4 L Freeway between Brawley and Marks and 6 lanes between from Marks to Hughes/West	\$32,075,000	X	X					
	12	203000000377	SR 180 W	Brawley to Hughes/West	2 LU to 4 L Expressway on 4 L ROW	\$13,800,000				X	X		X
	57		SR 180 W	I-5 to SR 33 (Traversable Highway)	2 LU on existing alignments.	\$50,000,000			X	X	X		X
	52		SR 180 W	Dickenson to Brawley	2 LU to 4 LU expressway	\$18,856,000			X	X	X		X
	1056		SR 180 W	James to Yuba	Passing Lanes	\$94,000,000				X	X		X
	63		SR 180 W	Sequoia to Dickenson	2 LU to 4 LU	\$223,000,000					X		X
Caltrans Caltrans Caltrans	1067		SR 180 W	I-5 to Junction SR 33/SR180	2 lane on new E-W alignment	\$15,085,000					X		X
	1019		SR 198	Interchange at I-5	Widen bridge to 4 lanes	\$8,250,000					X		X
	64		SR 33	SR 33 and SR 180 to Northern	2 LU to 4 L								
	11	10300000194	SR 41	Herndon to Audubon	Modify Friant interchange (NB off-ramp. Add auxiliary lane from Herndon to Friant)	\$8,500,000	X	X	X	X	X		X
	1051	10300000249	SR 41	McKinley to Shields	Widen on Ramps at both interchanges	\$8,200,000	X	X	X	X	X		X
	107	20300000439	SR 41	Bullard to Herndon	Construct NB auxiliary lane	\$5,143,000	X	X	X	X	X		X
	49	10300000174	SR 41	Kings County line to Elkhorn	2 L Expressway to 4 L Expressway	\$40,131,000			X	X	X		X
	1015	10300000194	SR 41	El Paso to Friant	2 L Expressway to 4 L Expressway	\$13,970,000			X	X	X		X
	1013		SR 41	Ashlan to Shaw	Add 1 SB Auxiliary Lane	\$7,000,000			X	X	X		X
	1014		SR 41	Divisadero to O Street	Add 1 NB Auxiliary Lane	\$7,000,000			X	X	X		X
Caltrans Caltrans Caltrans Caltrans Caltrans Caltrans Caltrans	1016		SR 41	McKinley to Shields	Add 1 NB and 1 SB Auxiliary Lane	\$16,000,000			X	X	X		X
	1049		SR 41	Ashlan to Shields	Add 1 NB Auxiliary Lane	\$6,000,000				X	X		X
	1050		SR 41	Shaw to Bullard	1 NB Aux Lane	\$6,000,000				X	X		X
					See project 7								
	5		SR 41	Shields to Ashlan	7 L Freeway to 8 L Freeway	\$16,800,000			X	X	X		X
	42		SR 41	Divisadero to Shields	Additional NB lane added in 2015 Project # 1049	\$43,000,000				X			X
	6		SR 41	Ashlan to Shaw	6 L Freeway to 8 L Freeway	\$16,800,000				X	X		X
	60		SR 41	Interchange at Central	Add Interchange at Central	\$15,000,000				X	X		X
	7		SR 41	Shaw to Bullard	7 L Freeway to 8 L Freeway	\$16,800,000					X		X
					See Project 1050								
Caltrans Caltrans Caltrans Caltrans Caltrans Caltrans Caltrans Caltrans Caltrans	1055		SR 41	*O' St to Herndon	Add auxiliary Lanes and Improve on & off Ramps	\$305,475,000							X
	59		SR 41	Interchange at American	Add Ramps to Interchange at American	\$47,140,000				X			X
	8		SR 41	Bullard to Herndon	6 L Freeway to 8 L Freeway	\$16,800,000							X
	9		SR 41	Herndon to Friant	6 L Freeway to 8 L Freeway	\$16,800,000							X
	61		SR 41	Interchange at Manning	Add Interchange at Manning	\$15,000,000							X
	50		SR 43	Kings County line to Selma	2 LU to 4 LD	\$66,401,000			X				
				City limits									
				Ashlan to 0.2 mile North of									
				Grantland OC	Widen from 4 L Freeway to 6 L Freeway	\$31,000,000			X	X	X		X
	Caltrans	39		SR 99									

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Exhibit 5-6. Regionally Significant Project Listing

Exhibit 5-6. Regionally Significant Project Listing												
Jurisdiction/ Agency	RTP Project ID	CTIPs Project ID	Facility Name/Route	Project Limits	Type of Improvement	Estimated Cost	Conformity Analysis Year (project open to traffic)					
							2010	2011	2014	2017	2020	2023
Caltrans	55	20300000444	SR 99	Tulare County Line to SR 201	4 L Freeway to 6 L Freeway & Widen Bridge to 6 L	\$31,800,000			X	X	X	X
	46		Interchange at Shaw	Improve interchange	\$32,000,000			X	X	X	X	
Caltrans	40		SR 99	0.2 mile S/O Grantland to Fresno/Madera Co line	Widen 4 lane to 6 lane Freeway	\$44,000,000			X			X
Caltrans	45		SR 99	Interchange at Grantland Diagonal	Construct Interchange	\$32,000,000					X	X
Caltrans	90		SR 99	Jensen to Central	6 L to 8 L	\$25,000,000				X	X	X
Caltrans	917		SR 99	SR 99 and Cedar/North Ave. Central and Chestnut	Upgrade Interchange	\$25,000,000				X		
Caltrans	1017		SR 99	Interchange	Upgrade Interchange	\$25,000,000					X	X
Caltrans	1030		SR 99	SR 43/Floral Rd Interchange	Replace bridge structures and widen Floral	\$10,000,000						
Caltrans	1064		SR 99	At American ave Interchange	Interchange Improvements	\$32,600,000						X
City of Fresno	268		SR99 @ Monterey St Bridge	Broadway to Golden State	Update closed bridge structure	\$1,800,000			X		X	X
	294		Temperance	Bullard to Herndon	Closed 6 LD to Open 4 LD	\$1,000,000	X	X	X	X	X	X
Clovis	287		Temperance	Ashlan to Gettysburg	2 LU to 4 LD	\$1,500,000	X	X				
Clovis	361		Temperance	Alluvial to Nees(Enterprise Canal)	2 LU to 4 LD	\$1,100,000	X	X	X	X		X
Clovis	362		Temperance	Enterprise Canal to Nees (Just south of Nees)	3 LD to 4 LD	\$500,000	X	X	X	X	X	X
Clovis	363		Temperance	Nees to Lexington	3 LD to 4 LD	\$300,000	X	X	X	X	X	X
Clovis	364		Temperance	Heritage Ln to Shepherd	3 LU to 4 LD	\$1,500,000	X	X	X	X		X
Clovis	932		Temperance	Ashlan to Gould Canal	2 LU to 4 LD	\$500,000						
City of Fresno	250		Temperance	Jensen to Belmont	2 LU to 6 LD	\$10,000,000						
City of Fresno	263		Temperance	Belmont to Dakota	2 LU to 6 LD	\$8,000,000						
Clovis	282		Tollhouse	Third to Herndon	2 LU to 4 LU	\$1,400,000			X	X		
City of Fresno	1040		Veteran's Blvd	Bullard-Bryan to Herndon	New 6 LD Superarterial	\$2,200,000			X	X	X	X
City of Fresno	1038		Veteran's Blvd	Gettysburg to Barstow	New 6 LD Superarterial	\$3,000,000				X	X	X
City of Fresno	1039		Veteran's Blvd	Barstow to Bullard-Bryan	New 6 LD Superarterial	\$60,000,000				X	X	X
City of Fresno	224		Weber	Belmont to Olive	2 LU to 4 LD	\$1,000,000						
City of Fresno	181		West	Marty to Clinton	2 LU to 4 LD	\$3,000,000					X	X
City of Fresno	114		West	Jensen to Kearney	2 LU to 4 LD	\$3,000,000				X	X	X
City of Fresno	1007		West	Kearney to Whites Bridge	2 LU to 4 LU	\$900,000				X	X	X
City of Fresno	264		Whitesbridge	Valentine to Fruit	2 LU to 4 LD	\$3,000,000				X	X	X
City of Fresno	1008		Whitesbridge	State Rt 180 E/O Brawley to Valentine	2 LU to 4 LD	\$500,000				X	X	X
Clovis	368	20300000381	Willow	Powers to Shepherd	2 LU to 6 LD - Clovis half only	\$1,000,000	X	X	X	X	X	X
Clovis	99		Willow	Shepherd to Copper	2 LU to 6 LD	\$6,700,000	X	X	X	X		
Clovis	1053		Willow	Barstow to Copper	Clovis Side Only	\$14,000,000	X	X	X	X	X	X
County of Fresno	1054		Willow	Copper to Friant	Complete widening to 6 LD where needed and add bike lanes	\$5,000,000	X	X	X	X	X	X
City of Fresno	134		Willow	Herndon to Alluvial	2 LU to 4 LD	\$800,000	X	X	X	X	X	X
City of Fresno	369		Willow	Nees to Powers	2 LU to 6 LD	\$1,000,000	X	X	X	X	X	X
City of Fresno	124		Willow	Shepherd to Copper	2 LD to 6 LD	\$3,000,000	X	X	X	X	X	X
Total Regionally Significant Project Costs						\$2,642,640,000						

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Exhibit 5-6(a) Financially Unconstrained Projects

Jurisdiction/ Agency	Facility Name/Route	Project Limits	Type of Improvement	Estimated Cost	Proposed Open to Traffic Date					
					2010	2011	2014	2017	2020	2030
Selma	SR 99/Mountain View Ave.	1000 ft. north to 1000 ft. south on SR 99; 800 ft. east and 800 ft. west on Mountain View Avenue	Construct interchange improvements at SR 99 and Mountain View Avenue	\$45,000,000.00			X			
Selma	SR 99/Dinuba Avenue	0.5 mi. N of SR99/Floral Ave. Undercrossing to 0.5 mi. S of SR99/Manning Ave. Overcrossing	Construct local interchange on SR 99 at Dinuba Avenue Alignment	\$60,000,000.00			X			
Caltrans	SR 99	Josent to Bullard	6 L Freeway to 8 L Freeway	\$288,000,000.00						
Kingsburg	SR 99/Bathel Ave.	1000 ft. north to 1000 ft. south on SR 99; 1000 ft. east and 1000 ft. west on Bathel Avenue	Construct interchange improvements including structure replacement, widening, ramp signalization, and railroad grade separation	\$37,000,000.00			X			X
Kingsburg	SR 99/Mendocino Ave.	1000 ft. north to 800 ft. south on SR 99; 1000 ft. east and 800 ft. west on Mendocino Avenue	Construct interchange improvements including structure replacement, widening, ramp signalization, and railroad grade separation	\$63,000,000.00			X			
Caltrans	I-5	1000 ft. north to 1000 ft. south on SR 99; 1000 ft. east and 800 ft. west on Mendocino Avenue	4 L Freeway to 6 L Freeway	\$198,000,000.00						X
City of Fresno (FAX)	Ventura/Kings Canyon	Kings County line to Merced County line	Bus Rapid Transit along Ventura Ave. and Kings Canyon Ave.	\$35,000,000.00			X			

Exhibit 5-10

MEASURE "C" EXTENSION PLAN Multi-Modal Funding Allocation Program

MEASURE "C" REAUTHORIZATION SALES TAX REVENUE	20 YEAR MEASURE "C" FUNDING TOTAL	AVERAGE ANNUAL MEASURE "C" FUNDING TOTAL	% OF MEASURE "C" FUNDING
	\$1,714,400,000	\$85,720,000	100.00%
FUNDING ALLOCATION PROGRAMS			
1. Regional Public Transit Program	\$412,100,000	\$20,605,000	24.0%
<i>Public Transit Agencies</i>	<i>\$337,100,000</i>	<i>\$16,855,000</i>	<i>19.7%</i>
Fresno Area Express (FAX)	\$235,000,000	\$11,750,000	13.7%
Clovis Transit	\$33,700,000	\$1,685,000	2.0%
Fresno County Rural Transit Agency (FCRTA)	\$68,400,000	\$3,420,000	4.0%
<i>Public Transportation Infrastructure Study (PTIS) / Transit Consolidation</i>	<i>\$5,100,000</i>	<i>\$255,000</i>	<i>0.3%</i>
<i>ADA / Seniors / Paratransit</i>	<i>\$13,700,000</i>	<i>\$685,000</i>	<i>0.8%</i>
<i>Farmworker / Car/Van Pools</i>	<i>\$19,900,000</i>	<i>\$995,000</i>	<i>1.2%</i>
Farmworker Van Pools	\$9,950,000	\$497,500	0.6%
Car/Van Pools	\$9,950,000	\$497,500	0.6%
<i>New Technology Reserve (If construction is not imminent in 15 years, money will be reallocated based on greatest need)</i>	<i>\$36,300,000</i>	<i>\$1,815,000</i>	<i>2.1%</i>
2. Local Transportation Program	\$593,600,000	\$29,680,000	34.6%
<i>Local Allocation</i>	<i>\$525,300,000</i>	<i>\$26,265,000</i>	<i>30.6%</i>
Street Maintenance (50% of Local Allocation)	\$262,650,000	\$13,132,500	15.3%
ADA compliance (1.75% of Local Allocation) ¹	\$9,192,750	\$459,638	0.5%
Flexible Funding (48.25% of Local Allocation)	\$253,457,250	\$12,672,863	14.8%
<i>Pedestrian/Trails</i>	<i>\$53,300,000</i>	<i>\$2,665,000</i>	<i>3.11%</i>
Urban (Clovis and Fresno Spheres of Influence)	\$37,000,000	\$1,850,000	2.16%
Rural	\$16,300,000	\$815,000	0.95%
<i>Bicycle Facilities</i>	<i>\$15,000,000</i>	<i>\$750,000</i>	<i>0.9%</i>
3. Regional Transportation Program	\$520,800,000	\$26,040,000	30.4%
Urban (50%)	\$251,900,000	\$12,595,000	14.7%
Rural (50%)	\$251,900,000	\$12,595,000	14.7%
Fresno Airports	\$17,000,000	\$850,000	1.0%
4. Alternative Transportation Program	\$102,500,000	\$5,125,000	6.0%
<i>Rail Consolidation (If construction is not imminent in 15 years, money will be used for grade separations instead)</i>	<i>\$102,500,000</i>	<i>\$5,125,000</i>	<i>6.0%</i>
5. Environmental Enhancement Program	\$59,800,000	\$2,990,000	3.5%
School Bus Replacement	\$39,900,000	\$1,995,000	2.3%
Transit Oriented Infrastructure for In-Fill ²	\$19,900,000	\$995,000	1.2%
6. Administration/Planning Program	\$25,600,000	\$1,280,000	1.5%
Fresno County Transportation Authority (FCTA)	\$17,000,000	\$850,000	1.0%
Council of Fresno County Governments (Fresno COG)	\$8,600,000	\$430,000	0.5%

¹ Jurisdictions receiving less than \$200,000 annually from the total local transportation funds available will be exempt from the provision. (Likely exempt jurisdictions would be Firebaugh, Fowler, and San Joaquin).

² Name of Funding Program to be determined.

ESTIMATED TOTAL MEASURE "C" PROGRAM ALLOCATIONS - URBAN 67.5%, RURAL 32.5%

Exhibit 5-11
2007 RTP Amendment #1
Financial Constraint Summary

Projected Revenues
(includes 3% annual inflation)

Funding Source	Life of RTP (24 Year)
Federal	\$1,201,268,589
State	\$2,169,679,605
Local	\$1,815,900,000
Total Revenue (All Sources)	\$5,176,848,194

Projected Expenditures

	Life of RTP (24 Year)
FY 2008/09-2011/12 Federal Transportation Improvement Program	\$378,639,000
Financially Constrained List of RTP Projects-Modeled for Air Quality Conformity	\$2,642,640,000
2006 Measure C Extension Expenditure Plan	\$1,700,000,000
Total Expenditures (All Sources)	\$4,721,279,000



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May 22, 2008

To: Fresno COG Policy Board

From: Barbara Steck, Senior Transportation Planner
Fresno COG Blueprint Project Manager

Re: Fresno COG's Blueprint Concept

This is an update following the Blueprint Roundtable's technical subcommittee meeting of May 14, 2008. At that meeting, the subcommittee met to refine the Blueprint elements outlined at the Blueprint Roundtable's workshop on May 1st. During the May 1st meeting, the committee had reached consensus on a hybrid concept that borrowed elements from several scenarios, but was based on Scenario E's Metro Rural Loop transportation network. The Roundtable is recommending that the COG Policy Board submit this hybrid to U.C. Davis as Fresno COG's Preferred Blueprint Concept that will be included in the Valleywide analysis. Knowing that the concept still needs to be modified a bit, time and budget suggest that we forward it as is to U.C. Davis with the caveat that specific elements be "tweaked" during the Valleywide modeling runs.

The elements of *Fresno COG's Preferred Blueprint Concept* note that:

- It borrows from other proposed scenarios.
- It is based on a high capacity, multi-modal transportation network that provides connectivity throughout the region. The transportation system includes east-west transportation corridors connecting to Interstate 5.
- Overall, new growth between now and 2050 will average 8 dwelling units/acre. Growth priority will be to existing cities and planned development areas (recognizing the growth needs of smaller communities). It will involve infill development, redevelopment (at levels somewhere between those projected in Scenarios C and E [or averaging 983 units per year countywide]), and greenfield development.
- This scenario allows for growth to meet regional housing needs and general plan growth areas, consistent with the smart growth principles of Diversity, Density, Design and Destination (adjusting allocations to deal with RHNA and future adopted General Plans). (This does not preclude expansion of spheres of influence under certain circumstances that include smart growth principles.)
- It would discourage, but not prohibit, growth on strategic farmland and resource conservation/open space land. (Strategic farmland maps will be provided as part of the Blueprint toolbox.)
- It will provide for employment centers to serve the west side of Fresno County either along the I-5 Corridor or other appropriate locations.
- It will require collaborative planning in order to ensure that policies are in place for planned, orderly growth within planned growth areas while allowing flexibility in meeting the performance goals.
- It will allow some flexibility in allocating growth, but in a manner that will ensure acceptable performance outcomes.

Member Agencies: The cities of Clovis, Coalinga, Firebaugh, Fowler, Fresno, Huron, Kerman, Kingsburg, Mendota, Orange Cove, Parlier, Reedley, San Joaquin, Sanger, Selma & Fresno County

A principal objective of the preferred scenario is competitive economic development. Job growth should be balanced with housing growth in order to reduce VMT (vehicle miles traveled), and should include appropriate job growth for west side cities.

The attachment shows the modeling assumptions of the "Scenario E - Metro Rural Loop". In an effort not to "reinvent the wheel", staff suggests using the performance measures associated with this scenario to make the comparison with the "Scenario A - Current Trends" with Scenario E, which we will adapt to form the preferred hybrid concept. This will allow us to move forward with the process and forward Fresno's Preferred Blueprint concept on to U.C. Davis for Valleywide analysis. The elements listed above further define Fresno COG's Preferred Blueprint Concept. Specific edits to the Valleywide modeling of Fresno's submittal will capture those elements as well as include:

- Removing discouragement of Strategic Farmland within cities' SOI.
- Adjust redevelopment numbers to achieve annual countywide average of 983 units per year.
- Modify "Community Allocation Tiers" shown below to allow growth to be more evenly distributed throughout county. (This will require further discussion on how the tiers will be weighted.)

Staff and PAC recommend that the COG board submit the hybrid scenario to U.C. Davis with the elements and caveats mentioned above, with the understanding that these items will be included in the Valleywide modeling and that the Blueprint is still a work in progress.

MRL-Blueprint Scenario

Modeling Assumption

- Housing Share**

Very Low Density	0.5 %	0.8 du/ac
Low Density	25 %	5 du/ac
Medium Density	34.5%	10 du/ac
Medium High Density	32.8%	21 du/ac
High Density	5.7%	36 du/ac
Very High Density	0.9%	60 du/ac
Residential Core	0.6%	100 du/ac

- Employment Share**

Industrial/Warehousing/Distribution	16.6%	800sf/ 0.375FAR
Business/Office Park/Light Industrial	9.2%	500sf/ 0.45FAR
Office Commercial	33.6%	300sf/ 0.75FAR
Regional Commercial	7.5%	400sf/ 0.4FAR
Community Commercial	8.9%	400sf/ 0.35FAR
Neighborhood Commercial	9.7%	350sf/ 0.35FAR
Central Business Com/Mixed Use	7.2%	278sf/ 1.0FAR
Downtown Commercial/Mixed Use	7.2%	176sf/ 1.0FAR

UPLAN 2.6	
1	Very Low Density Residential (0.8 du/ac)
2	Low Density Residential (5 du/ac)
3	Medium Density Residential (10 du/ac)
4	Medium High Density Residential (20 du/ac)
5	High Density Residential/Mixed use (36 du/ac)
6	Very High Density Residential/Mixed use (60 du/ac)
7	Residential Core (100 du/ac)
8	Neighborhood Commercial (0.35 FAR/350 sf/emp)
9	Community Commercial (0.35 FAR/400 sf/emp)
10	Regional Commercial (0.4 FAR/400 sf/emp)
11	Office Commercial (0.75 FAR/300 sf/emp)
12	Business/Office Park/Light Industrial (0.45 FAR/ 500 sf/emp)
13	Industrial (0.375 FAR/ 800 sf/emp)
14	Business/Office Park/Light Industrial (0.45 FAR/ 500 sf/emp)
15	Industrial (0.375 FAR/ 800 sf/emp)

MRL-Blueprint Scenario

Modeling Assumption

- Community Allocation Tiers**

Tier 1: Fresno Clovis

Tier 2: Larger Communities within Hwy 65 & 99 Bypass (Loop)

Tier 3: Smaller Communities within, and Larger Communities outside Loop

Tier 4: Smaller Communities outside Loop

- Transit, Transportation Infrastructure**

- Higher Intensity Uses given preference to ½ mile radius around stations

- MRL highways and regular arterials attractors for growth of lower intensity uses

- Preserving Agriculture & Environmentally sensitive lands**

- Discouragement of Growth Highest for Best Value Ag Land

- Growth on Sensitive Habitat such as Wetlands strongly Discouraged

