

Transportation Technical Committee

Action/Discussion Items

Agenda Item III – B.

**MEMORANDUM OF UNDERSTANDING
OF THE
REGIONAL PLANNING AGENCIES
IN THE
SAN JOAQUIN VALLEY**

THIS MEMORANDUM OF THE UNDERSTANDING, which shall be effective upon the _____ day of _____ 2006, between and among the Council of Fresno County Governments, the Kern Council of Governments, the Kings County Association of Governments, the Madera Transportation Commission, the Merced County Association of Governments, the San Joaquin Council of Governments, the Stanislaus Council of Governments, and the Tulare County Association of Governments, herein referred to as regional planning agencies, hereby enter into this Memorandum of Understanding;

WITNESSETH:

WHEREAS, the above listed regional planning agencies first entered into a Memorandum of Understanding on September 21, 1992, agreeing to coordinate regional planning activities; and

WHEREAS, this memorandum of understanding shall supercede and replace the existing memorandum of understanding; and

WHEREAS, since 1992 the above listed regional planning agencies have cooperatively addressed issues pertaining to transportation planning and related air quality responsibilities, transportation modeling, geographic information mapping; and

WHEREAS, the regional planning agencies of the counties of Fresno, Kern, Kings, Madera, Merced, San Joaquin, Stanislaus and Tulare are federally designated metropolitan planning organizations (MPOs) responsible for implementing the federal comprehensive transportation process and have specified air quality/transportation planning responsibilities for their respective areas; and

WHEREAS, the eight regional planning agencies of the counties of Fresno, Kern, Kings, Madera, Merced, San Joaquin, Stanislaus and Tulare (hereinafter referred to as the "Eight Valley RPAs" are state designated regional transportation planning agencies (RTPA) or local transportation commissions (LTC) responsible for the state comprehensive transportation planning process; and

WHEREAS, the Eight Valley RPAs shall cause to be developed and adopted a Valley Chapter of the Regional Transportation Plan, which shall be included within each regional planning agency's own plan. This chapter shall address issues that cross jurisdictional boundaries and specifically affect several counties, such as a transportation corridor, and may include air quality, highways, streets and roads, aviation, rail, goods movement, and transportation demand management efforts; and

WHEREAS, the regional planning agencies of the counties of Fresno, Kern, Kings, Madera, Merced, San Joaquin, Stanislaus and Tulare are responsible for the allocation of projected housing needs to their respective cities and county; and

WHEREAS, the San Joaquin Valley is designated as:

- a nonattainment area for the 8-hour ozone standard,
- a nonattainment area for both PM-10 and PM-2.5 standards, and

- the urban areas of Bakersfield, Fresno, Modesto and Stockton are designated as maintenance areas for carbon monoxide, and

WHEREAS, the Federal Clean Air Act requires nonattainment area plans to include transportation control measures; and

WHEREAS, the California Clean Air Act requires nonattainment area plans to include reasonably available transportation control measures; and

WHEREAS, the Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users of 2005, and any successor federal act, requires that when multiple Metropolitan Planning Organizations exist within designated air quality nonattainment areas they shall consult with each other and with the state in the coordination of plans and programs; and

WHEREAS, the Eight Valley RPAs shall develop and maintain a unified and coordinated approach to air quality management planning process issues; and

WHEREAS, the cities and counties within the San Joaquin Valley are projected to have significant increases in population, housing and employment during the next thirty years requiring a cooperative, comprehensive, and coordinated planning process.

WHEREAS, the Eight Valley RPAs shall serve as a forum to encourage and facilitate regional data sharing, GIS development and mapping; and

WHEREAS, the Eight Valley RPAs shall rely, as much as practicable, on existing regional planning agencies for its financing, data and expertise, but may jointly contract for services if provided for in each of their individual Overall Work Programs and Budgets.

NOW, THEREFORE, BE IT UNDERSTOOD AND AGREED that the regional planning agencies of the counties of Fresno, Kern, Kings, Madera, Merced, San Joaquin, Stanislaus and Tulare shall coordinate as the San Joaquin Valley Regional Planning Agencies with respect to the performance of the following tasks when interregional issues are involved:

1. Preparation of multi-modal transportation plans that will include coordinated forecast methodologies for future population, housing, employment, land use, and air quality, and identify other common elements in relationship to the San Joaquin Valley and major interregional transportation corridors.
2. Preparation of regional transportation plans and policies addressing identified common transportation issues occurring within the Valley.
3. Preparation and development of regional transportation improvement programs and other short-range programs to provide for timely implementation of transportation control measures consistent with schedules included in applicable Air Quality Attainment plans.
4. Coordination with the San Joaquin Valley Unified Air Pollution Control District on emission reduction projects necessary for the implementation of the California Clean Air Act.
5. Coordination with Caltrans District Offices on transportation system planning efforts.

6. Coordinate planning efforts with the appropriate state and federal agencies to insure good communication is maintained on issues important to the San Joaquin Valley.
7. Development and use of coordinated transportation and traffic database information for transportation modeling and related emission modeling.
8. Preparation of interregional technical and transportation systems studies in developing transportation corridor or plan alternatives.
9. Coordination on rail issues (both passenger rail and goods movement) within the Valley, including the development of plans and policies that affect rail service.
10. Provide a leadership role for all Valley Blueprint activities by planning for future growth and quality of life through the integration of transportation, housing, land use, economic development and environmental protection elements. Such integration to result in a more efficient and effective transportation system and land use pattern to achieve the three outcomes (3Es) that define quality of life – prosperous economy, quality environment, and social equity.
11. Provide a leadership role and act as a forum for Valley issues and concerns, where such issues and concerns transcend boundaries, allowing the development and consensus of policy questions of mutual interest in order to pursue a coordinated course of action without infringing on the jurisdictional powers of the individual governments.

BE IT FURTHER UNDERSTOOD AND AGREED that to oversee the coordination efforts the following organizational structures shall be established:

12. The San Joaquin Valley Regional Planning Agencies Policy Council is hereby created consisting of two elected officials (and one alternate) appointed from each of the regional planning agencies policy boards listed herein. The Policy Council shall meet at least twice each fiscal year to provide guidance on common interregional policy issues. The Policy Council shall also represent the San Joaquin Valley at public forums, including before the California Transportation Commission, the Governor and his/her administration, and before State and Federal legislative bodies that require a common voice. The Policy Council shall also provide direction and guidance to the Regional Planning Agencies Executive Directors Committee.
 - a. The Policy Council shall cause to be created a set of By-Laws which shall further describe its operational structure and the operational structure of any subcommittees it may create.
 - b. The Policy Council shall provide direction to the Regional Planning Agencies Executive Committee on the development of an Annual Work Program and Budget for activities to be carried out jointly, including identifying revenue for the implementation of these activities. The Annual Work Program and Budget is to be reflected in each respective regional planning agency's budget documents as appropriate.
 - c. Nothing herein shall be construed as limiting in any manner the authority and responsibilities of the respective regional planning agencies, and all plans, programs and activities shall at all times be carried out in such manner as to maintain and recognize the separateness and autonomy of the individual regional planning agencies.

13. The San Joaquin Valley Regional Planning Agencies Executive Directors Committee consisting of the regional planning agencies' Executive Directors (or their designees) shall hereby continue to provide coordination and direction on all administrative work required to carry out the development of plans that address interregional issues. The Executive Directors Committee may establish technical committees to assist in research and plan development that address interregional issues as defined herein and on other interregional issues as directed by the Policy Council. One of the primary roles of the Executive Directors Committee shall be as the primary advisory body to the Policy Council on all items appearing on its agenda, and one of its functions shall be to recommend agenda items for the Policy Council's regular agenda. The Executive Directors Committee shall implement the Annual Work Program and Budget as approved by the Policy Council.

IN WITNESS WHEREOF, the parties hereto have caused this Memorandum of Understanding to be executed by their respective officers to be effective on the date first above written.

COUNCIL OF FRESNO COUNTY GOVERNMENTS

Mayor Pro Tem Trinidad M. Rodriguez, Chairman Barbara Goodwin, Executive Director

KERN COUNCIL OF GOVERNMENTS

Councilmember David Couch, Chairman Ronald E. Brummett, Executive Director

KINGS COUNTY ASSOCIATION OF GOVERNMENTS

Councilman, Ray Lerma, Chairman Terri King, Executive Director

MADERA COUNTY TRANSPORTATION ON COMMISSION

Councilman Gordon Skeels, Chairman Patricia Taylor-Maley, Executive Director

MERCED COUNTY ASSOCIATION OF GOVERNMENTS

Supervisor Deidre Kelsey, Chairperson

Jesse Brown, Executive Director

SAN JOAQUIN ASSOCIATION OF GOVERNMENTS

Councilman John W. Harris, Chairman

Andrew Chesley, Executive Director

STANISLAUS COUNCIL OF GOVERNMENTS

Supervisor Jeff Grover, Chairman

Vince Harris, Executive Director

TULARE COUNTY ASSOCIATION OF GOVERNMENTS

Supervisor Phil Cox, Chairman

George Finney, Executive Director

Transportation Technical Committee

Action/Discussion Items

Agenda Item III - C.

**2006
SAN JOAQUIN VALLEY
COUNCIL OF GOVERNMENTS
REGIONAL ISSUES CONFERENCE**

October 4-6, 2006
Double Tree Inn
Bakersfield, California

Wednesday, October 4 (Optional Kern event)

10:00 am to 1:00 pm	Pre-Conference Kern Transportation Foundation Annual Forum (Optional – not included in the conference registration, but included on the registration form as a separate item. Cost \$25.00)
1:00 pm to 5:00 pm	Conference Registration
2:00 pm to 4:00 pm	SJV COG Directors Meeting
6:00 pm	Night on the Town

Thursday, October 5 (Valley event)

8:00 am to 9:00 am	Registration and Continental Breakfast
9:00 am	Opening Remarks
9:15 am to 10:45 am	Session 1: One Voice From the Valley (San Joaquin, Fresno) How do we communicate now? How can we communicate better? How can we develop a One Voice from the Valley?
10:45am to 11:00 am	Break
11:00am to 12:15 am	Session 2: San Joaquin Valley Goods Movement What have we done? Why is it taking so long? What is in the November 2006 transportation bond for the valley? What priority should goods movement be for the valley?
12:15 am to 1:30 pm	Lunch and Keynote Speaker: From Washington
1:30 pm to 3:00 pm	Session 3: San Joaquin Valley Blueprint Process (Merced) What is a blueprint? Why do we need blueprint process for the valley? What blueprint process are you using n your region?
3:00 pm to 3:15 pm	Break

3:15 pm to 4:45 pm	Session 4: Legislative Update What is happening in Sacramento? What is the bond pass in November? What do we want from the next SAFETEA:LU
5:30 pm to 7:00 pm	Reception Howard Silver, President American Public Transit Association
7:00 pm	Dinner on the Town
7:00 pm	COG Directors Dinner (Policy Board members and guest, COG Director's and Guests only)

Friday, October 6 (Valley event)

8:00 am to 9:00 am	Continental Breakfast
9:00 am to 10:30 am	Session 5: Transportation Financing (Fresno) Who has developed a local transportation measures for November? What is in your transportation measure? How do you see the measure supporting your long-range transportation plan?
10:30am to 10:45 am	Break
10:45am to 12:00 am	Policy Members Meeting
12:00 am to 1:00 pm	Lunch

Interactive registration form will soon be available at www.kerncog.org

Transportation Technical Committee

Action/Discussion Items

Agenda Item III – D.



Agenda Item

DATE: April 25, 2006
TO: Board of Supervisors
FROM: Alan Weaver, Director *Alan Weaver*
Department of Public Works and Planning
SUBJECT: Establishment of Land Buffer Task Force

RECOMMENDED ACTION:

Consider and approve proposed criteria for Land Buffer Task Force membership participation and direct staff to coordinate with the Council of Fresno County Governments to initiate the establishment of a Task Force to assess the issue of land buffers between existing incorporated cities within Fresno County.

This item was continued from your Board's hearing of February 28, 2006 to allow staff the opportunity to address issues raised by your Board regarding the proposed formation, staffing and participation of the recommended Land Buffer Task Force (Task Force). If approved, staff would proceed to place the above request on the agenda of the Council of Fresno County Governments (COG) for consideration by its Executive Board, made up of the mayors of Fresno County's 15 cities and Supervisor Judy Case. The request of COG would be to seek authorization for their staff to coordinate, manage and provide primary report preparation support in coordination with County staff for the Task Force with the purpose of assessing the possibility of land buffers (greenbelt, open space, agricultural easements) between the metropolitan areas (cities) of the County.

FISCAL IMPACT:

There is no net County cost associated with this recommended action. Any fiscal considerations from COG would be brought to your Board for further consideration. County staff participation will occur in the course of their normal duties.

REGIONAL JOBS INITIATIVE IMPACT:

The recommended action would not affect the efforts of the Regional Jobs Initiative.

ADMINISTRATIVE OFFICE REVIEW _____ Page _____ of _____
BOARD ACTION: DATE _____ APPROVED AS RECOMMENDED _____ OTHER _____

UNANIMOUS _____ ANDERSON _____ CASE _____ LARSON _____ PEREA _____ WATERSTON _____

BACKGROUND/DISCUSSION:

The Board first considered this item on January 31, 2006. At that hearing, it was recommended that your Board authorize the Council of Fresno County Governments (COG) staff take the lead in staffing and managing the task force. This recommendation was made in order to achieve the maximum coordination and participation of cities. Staff noted that County Planning staff would participate on the task force and offer input with regard to land use, zoning and development standards and that County staff could also assist in the preparation of future reports to the Board. Staff also recommended that your Board identify any groups or individuals that it feels should be included in this effort. Upon consideration your Board expressed concerns that there needed to be opportunity for community participation, that the County should be leading this effort, and that a wide range of interest need be represented on the committee. Staff indicated that the intended role of COG was to provide staff support in managing the committee and a forum for maximum city participation. Your Board then directed staff to return on February 28, 2006, with information regarding the composition, tasks, functions and relationships of the task force as well as potential participants.

At the February 28, 2006 hearing, your Board considered an Agenda Item which outlined the work tasks and relationship between the COG task force and the Board of Supervisors. Staff described the proposal in that the task force would meet as an independent and self-directed body charged with research, analysis, and making recommendations to the COG, County, and cities on establishment, implementation, and funding of urban buffers. Based on the task force's direction, COG staff would take the lead in preparing reports for review with County staff's technical assistance and concurrence, provide the noticed public forum for review, comment, and dissemination of task force work products (through regularly scheduled COG Technical, Policy, and Board meetings) in which the COG would review recommendations and provide comments. Staff also noted that the COG cannot approve implementing actions or direct local agencies on land use considerations, but that your Board will be presented with recommendations for consideration. Your Board could then direct County staff to incorporate all recommendations into the appropriate policy documents as appropriate. Staff has attached Exhibit "A" to outline the work tasks and relationship between the COG task force and the Board of Supervisors (this exhibit was also attached to the February 28th Agenda Item). Based upon this discussion, your Board was in agreement with the proposed functions of the task force and the County relationship with COG.

At that hearing, staff also recommended that your Board identify task force participants. Staff noted the groups identified by your Board at the January 31st hearing as potential participants (Land Conservation Committee, County Agricultural Commissioner and County Geologist), as well as two groups that have expressed interest (Sierra and Foothill Citizen Alliance, and the League of Women Voters), and a number of other potential groups, including the San Joaquin River Parkway, Tree Fresno, the Fresno Metropolitan Flood Control District, American Farmland Trust, the Economic Development Corporation serving Fresno County, the Fresno County Farm Bureau, the Building Industry Association, affected irrigation districts, representatives of the Regional Jobs Initiative, Fresno Business Council, and/or Chamber of Commerce. Staff noted that the COG could also appoint City participants (voluntary participation by Cities) and may add additional public or community representatives. At the February 28th hearing, the Board noted an additional potential participant to be included in the Task Force, the Kearney Research Station adjacent to the City of Parlier. Staff notes that since the last Board hearing, a member of the general public, Holly King, has also expressed interest in participating in the Task Force. The letters/statements from groups and individuals expressing interest in participating are attached as Exhibit "B".

Upon consideration, your Board directed staff to return with a list of criteria outlining the composition of the Task Force participants. Your Board specified that the Task Force should not exceed 15 members and that staff identify criteria for membership. However, based on the number of groups that have either expressed interest in participating, or could potentially be interested, and the wide variety of interests held by the groups, staff recommends that the group of participants be allowed to be a maximum of 32 members. Staff recommends that the most equitable method for including participants is to recommend that one member from each agency and community group be eligible/appointed to the task force. These members would be representative of the diverse groups outlined by staff below (including a member from the County Land Conservation Committee, the County Agricultural Commissioner and a representative of the Department of Public Works and Planning, rather than the County Geologist). Staff notes that consideration should be given to the fact that the primary intent of the Task Force, at least at this point, is to address the issue of land buffers between the metropolitan areas (cities) of the County. Understanding this primary goal of the Task Force may have an influence on the number of groups and individuals willing to participate.

With regard to the process by which the task force members are appointed, staff recommends that each agency/group conduct individual selection processes that will result in the nomination of one member to the Task Force. With regard to the selection process of the general public, interested members of the public should submit a written statement which can be reviewed by the staff and Task Force committee members for selection.

Staff has also included in the list of potential participants, two members of the Board of Supervisors.

The list of participants includes certain Irrigation Districts, of which there are 10 in Fresno County. However, it is anticipated that due to the nature of the task force, the impending growth areas, the intent to address the metropolitan areas, and the isolated nature of some County communities, it is anticipated that the most likely affected irrigation districts will be the Fresno, Consolidated and Alta Irrigation Districts. It is anticipated that there would be one member from each of the three Districts.

The list of participants also includes representation of the most likely affected cities as indicated below in the Objectives Section which include the Cities of Fresno, Clovis, Sanger, Selma, Fowler, Kingsburg, Reedley and Parlier.

By allowing a maximum of 32 members, up to four members of the general public that are not affiliated with a group would be able to participate. Staff notes that not all groups listed may choose to participate, but it is anticipated that participation would be strong. Staff recommends that regardless of overall participation by all groups, each group should not be permitted more than one participant so as to maintain equilibrium among the various interests reflected by the groups. To clarify, below is a list of the agencies that may be interested in participating.

State – one member
Kearney Research and Extension Center

County – three members
Land Conservation Committee,
County Agricultural Commissioner
Public Works and Planning staff

Board of Supervisors – two members

Other Groups/Agencies – 11 members

*Sierra and Foothill Citizen Alliance
*The League of Women Voters
San Joaquin River Parkway
Tree Fresno
The Fresno Metropolitan Flood Control District
The Economic Development Corporation serving Fresno County
The Fresno County Farm Bureau
The Building Industry Association
Fresno Business Council
Fresno County Chamber of Commerce
Regional Jobs Initiative

General Public – four members

*Holly King
Open
Open
Open

Irrigation Districts – three members

**Fresno Irrigation District
**Consolidate Irrigation District
**Alta Irrigation District
Orange Cove Irrigation District
Hills Valley Irrigation District
Riverdale Irrigation District
Laguna Irrigation District
Tranquillity Irrigation District
James Irrigation District
Central California Irrigation District

^{nine}
Cities ~~eight~~ members

Fresno
Clovis
Sanger
Selma
Fowler
Kingsburg
Reedley
Parlier

*Have Expressed Interest.

**Most likely to be affected by pending land buffer proposals.

RECALL

It should be noted staff suggests in the event that all groups listed do not choose to participate, then additional members of the public can be appointed. As an alternative to additional general public appointees, any position not filled by an interest group can remain vacant in the event that said groups may want to appoint someone later in the process of developing the proposed land buffer standards.

Objectives/Priorities of Task Force

Assuming there is adequate participation identified by the various above named groups, staff believes that prior to any appointments or action on the part of the Task Force, the objectives of the Task Force should be very clearly identified so that the appointed members understand their role and responsibilities toward completion of the project. In addition, clearly defining the objectives would keep the Task Force effort focused.

Objectives

The basic objectives of the Task Force should be to:

- Identify funding and management mechanisms necessary to purchase/hold the identified land-buffer areas in perpetuity for land-buffer/greenbelt purposes; and
- Develop implementation policies for the Boards consideration and adoption to preserve those identified geographical areas.
- The Task Force should also, with participation of the affected cities, designate subcommittees to identify potential areas between the Fresno/Clovis Metropolitan Area and the Cities of Sanger and Kerman, between the Cities of Reedley, Parlier and Selma, and between the Cities of Fresno, Selma, Fowler, and Kingsburg for land-buffer or transition areas to maintain identity between the cities (land buffers can be maintained as agricultural, natural open space, park/trail uses);

To summarize, based on the number of potential participants, it is recommended that the Board authorize no more than one representative from the groups listed above, one member from each of the three most affected irrigation districts, plus one member from each affected City. Staff further recommends that the Board approve the objectives stated above.

OTHER REVIEWING AGENCIES:

A copy of this Agenda Item was provided to each of the groups listed as potential participants, each of the 15 cities and COG.

EXHIBIT "A"

Greenbelt Task Force – Proposal

TASK FORCE:

- Meets as an independent and self-directed body charged with research, analysis, and making recommendations to the COG, County, and cities on establishment, implementation, and funding of urban buffers.
- May add additional members.
- Produce draft or interim report(s), including alternatives, conclusions, and recommendations.
- Receives and considers comments from public, Board of Supervisor, Cities, COG, and others during public review period.
- Produce final REPORT, including policy recommendations.

COUNTY BOARD OF SUPERVISORS:

- Request the COG Board to administer and provide regional forum for TASK FORCE.
- Recommend TASK FORCE participants.
- Review and provide comments on draft reports or other interim work products.
- Land Use policy decisions and actions will remain the responsibility of the Board of Supervisors and/or affected Cities.

COG BOARD:

- As requested by County, approve development and administration of Task Force under its auspices as a forum for discussion of regional issues.
- ★ • Appoint City participants (voluntary participation by Cities) and may add additional public or community representatives.
- Provide noticed public forum for review, comment, and dissemination of TASK FORCE work products (through regularly scheduled COG Technical, Policy, and Board meetings).
- Act as a sounding board for TASK FORCE recommendations and may provide comments to TASK FORCE.
- Accepts TASK FORCE final REPORT as an information item.
- Cannot approve implementing actions or direct local agencies on land use considerations.

COG STAFF:

- Provide administrative staff support to TASK FORCE for meetings, research, coordination, etc.
- Release draft REPORT(s) for public review and comment through the COG process, including COG Advisory Committees.

BOARD OF SUPERVISORS and CITIES:

- Consider and adopt, or adopt revised, TASK FORCE recommendations.
- Directs staff to incorporate recommendations into policy documents as appropriate.
- Pursue implementation of buffers (generally as individually-negotiated actions between County-City or City-City).

COUNTY STAFF:

- Provide technical and planning staff support to TASK FORCE.
- Bring TASK FORCE information and action items to Board of Supervisors agenda.

EXHIBIT B

SIERRA and FOOTHILL CITIZENS ALLIANCE

P.O. BOX 405
PRATHER
CALIFORNIA
93651-0405
559-855-5653

February 08, 2006

The Honorable Phil Larson, Chairman
Fresno County Board of Supervisors
Room 300, Hall of Records
2281 Tulare Street
Fresno, CA 93721

Re: Proposed Open Space (Greenbelt Buffer) Task Force

Dear Supervisor Larson,

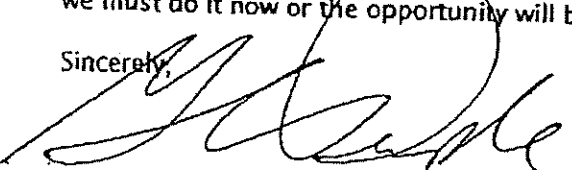
I am writing to you today, on behalf of the Sierra and Foothill Citizens Alliance, to encourage the Board of Supervisors to expand the scope of the proposed Open Space (Urban Greenbelt Buffer) Task Force.

As I understand, the scope of the proposed Task Force is primarily to be geared towards "urban" buffers. But consideration must also be given to the creation of county regional parks between the urban areas and the foothill/mountain communities. The suggested regional parks will be sorely needed as the population of the Fresno area inevitably becomes more densely impacted over the not to distant future. The creation of these parks must be considered sooner than later as the availability of open foothill land diminishes and the cost of acquisition escalates.

Farmland preservation must also be a prime consideration of the Task Force deliberations. As you are acutely aware the San Joaquin Valley is one of the finest and most productive agricultural areas in the world and it is inexorably being paved over by rapidly spreading urban development. There is a critical need for this country to maintain its food production independence.

The proposed task force presents a rare, once in a life time opportunity to provide future generations with the benefit of this generation's foresight in creating open space, "urban/rural" interfaces and preserving farmland. The decisions and policies we have an opportunity to effect today will ultimately provide a future "quality of life" rarely obtainable. The Board of Supervisors must be prescient enough see the need for open space throughout the county and to act on it. The job will involve a lot of hard work but we must do it now or the opportunity will be forever lost.

Sincerely,



Gary L. Temple, President
Sierra and Foothill Citizens Alliance

Cc: Supervisors Anderson, Case, Perea and Waterston

Kettler, William

From: Gorman, Lynn
Sent: Friday, April 07, 2006 8:28 AM
To: Kettler, William
Subject: FW: Open Space Task Force

From: Holly King [<mailto:hollyk@greatvalley.org>]
Sent: Friday, April 07, 2006 12:07 AM
To: Gorman, Lynn
Subject: Open Space Task Force

Dear Ms. Gorman:

It is my understanding that on the 25th of April, one of the agenda items for the Board of Supervisors will be the Open Space Task Force (aka Buffer Task Force). Unfortunately, I will be in North Carolina and unable to attend. Therefore, via this email, I would like to express my interest and desire to serve on the Open Space Task Force. My background and experience I believe supports my interest in serving on the Task Force includes:

- *respect for process and stakeholder inclusion through my work in developing successful and strategic farmland conservation models in my current employment,
- *research and work with buffers, greenbelts, and community separators related to the above item,
- *significant exposure to agricultural land use issues specifically, and land use issues in general, through my employment and as part owner of an almond orchard in Kern County on the ag-urban edge,
- *an understanding of the economics of agriculture as a farmer and,
- *my understanding of agricultural issues from 20 years in agricultural finance.

I would appreciate the Board considering me for participation on the Task Force.

Thank you,

Holly A. King
559-269-3310 cell

4/10/2006

Transportation Technical Committee

Action/Discussion Items

Agenda Item III – F.

Fresno COG Blueprint Roundtable
Members
8/30/2006

<i>First Name</i>	<i>Last Name</i>	<i>Representing</i>
Jose	Barraza	Fresno ADA - Disability Community
Deryl	Bear	Fresno Area Sky Train
Keith	Bergthold	City of Fresno Planning
Lee	Brand	Fresno Chamber of Commerce
Kevin	Castanos	Wathen-Castanos
A. Ben	Ewell Jr.	Water Resources
Terri	Figgs	League of Women Voters
Marta	Frausto	General Public
Lynn	Gorman	County of Fresno Planning
Kathleen	Grassi	Health/Public Health
Dianne	Guzman	Eastside Cities Planner
Jeremy	Hofer	Metro Ministries/Health
John	Honnette	Sierra Club
Debbie	Hunsaker	Fresno Business Council
Kirk	Hunter Chair	SW Transportation Agency
Ryan	Jacobsen	Agriculture
Richard	Johanson	Goods Movement
Pam	Lassetter	Business/ Workforce Development
Nathan	Magsig Co-Chair	Affordable Housing
Larry	Miller	SJV Rail Committee
Michael	Prandini	Building Industry Association
Randy	Reed	Education
Jeff	Reid	Taxpayers Association
Carolina	Simunovic	Metro Ministries/Environmental
Bill	Skinner	Westside Cities Planner
Robb	Smith, MD	Health/Air Quality
Al	Solis	General Public
David	Spaur	Economic Development
J. Patrick	Sweeney	Central Transit & Development Corp.
Darrell	Tuckness	Fresno Co, Housing Authority
Robert	Wood	Building/Development
John	Wright	City of Clovis Planning

FRESNO COG BLUEPRINT PROCESS

PHASE 1 - COMMUNITY VISION & VALUES PROGRAM

MAJOR TASK		SCHEDULE			
		AUGUST 06	SEPTEMBER 06	OCTOBER 06	NOVEMBER 06
Workshops - 5 locations					
1	Identify workshop locations	X			
2	Set workshop dates	X			
3	Prepare a workshop participant database	X			
4	Prepare workshop notice	X			
5	Prepare press release		X		
6	Send workshop notices		X		
7	Prepare for the workshops		X	X	
8	Conduct the workshops		X	X	
9	Follow-up with requests for information to participants		X	X	
10	Prepare synopsis of workshop findings			X	
Community Outreach - 25 presentation/meetings					
1	Identify the Participants/Groups	X			
2	Prepare the presentation	X			
3	Schedule the Meetings/Presentations	X			
4	Conduct meetings/presentations	X	X	X	
5	Follow-up with requests for information to participants	X	X	X	
6	Prepare synopsis of presentation/meeting findings	X	X	X	
Fresno County Roundtable Meetings - 4 meetings					
1	Identify participants	X			
2	Prepare agendas	X	X	X	
3	Prepare meeting materials	X	X	X	
4	Conduct meetings	X	X	X	
5	Prepare synopsis of meeting findings		X	X	
Prepare the Draft Vision Document					
1	Using the workshop/presentation/meeting findings, prepare the Admin. Draft Vision			X	
2	Based upon comment, revise the Admin Draft and prepare the Draft			X	
3	Present the Draft Vision to the Roundtable				X
4	Present the Draft Vision to the TTC				X
5	Present the Draft Vision to the PAC				X
6	Present the Draft Vision to the COG Board				X
7	Forward the Fresno County Blueprint Vision to the GVC				X

FRESNO COG BLUEPRINT PROCESS
PHASE 1 - COMMUNITY VISION & VALUES PROGRAM

POTENTIAL STAKEHOLDERS

#	Agency
Education	
1	Primary and Secondary Educators
Building Industry/Economic Development	
2	Fresno County EDC
3	Fresno County Workforce Investment Board
4	Fresno West Economic Development Corp
5	Building Industry Assoc.
6	Downtown Fresno Coalition
7	Downtown Association
8	Asian Village Business Development Group
9	Westside Housing & Habitat for Humanity
10	Banking Industry
11	Trade Unions
12	Rural Chambers
13	Fresno Chamber of Commerce
14	Black Chamber of Commerce
15	Hispanic Chamber of Commerce
16	I-5 Business Corridor
17	Five Cities Economic Development Authority
18	Realtors Associations
19	Housing Authority
20	Fresno Business Council
Environmental/Social Service	
21	ADA
22	Fresno-Madera Area Agency on Aging
23	Sierra Club, Tehipite Chapter
24	Sierra Foothill Conservancy
25	Sierra & Foothill Citizens Alliance
26	League of Women Voters
27	Fresno Bicycle Coalition
28	Medical Advocates for Healthy Air
29	Fresno Madera Medical Society
30	Planning & Conservative League
31	Coalition for Liveable Fresno County Communities
32	FACETS
33	Fresno County Farm Bureau
34	American Farmland Trust
Cultural	
35	National Hispanic Environmental Council
36	La Union del Pueblo Entero
37	Relational Culture Institute
38	Latino Issue Forum
39	United Black Men and Black Women
40	Loa New Americans Coalition
41	I-5 Social Services Corporation
Religious	
42	Fresno Metro Ministries
43	Fresno Area Congregations Together
44	Jewish
45	Faith Based Coalition
46	Fresno Covenant Foundation
Youth	
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48	Reedley College
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Transportation Technical Committee

Action/Discussion Items

Agenda Item III – H.

California Partnership for the San Joaquin Valley
Strategic Action Proposal
 Summary of Major Recommendations and Strategic Actions
(For Consideration by the Board on September 14-15, 2006)

Recommendation	Strategic Actions	Indicators
1. Grow a Diversified, Globally-Competitive Economy Supported by a Highly-Skilled Workforce	▪ Align region-wide economic development efforts in support of target industry clusters: (1) Agribusiness, including Food Processing, Agricultural Technology, and Biotechnology; (2) Manufacturing; (3) Supply Chain Management and Logistics; (4) Health and Medical Care; and (5) Renewable Energy. ▪ Identify and implement strategies and mechanisms for investments in infrastructure and incentives that support the economic vitality of the region. ▪ Create a dynamic, entrepreneur-producing economic climate. ▪ Accelerate the deployment and adoption of renewable and clean energy, including biofuels. ▪ Develop a coordinated, integrated program to promote tourism linked to rest stops, state parks and other destinations. ▪ Create a demand-driven workforce system including high quality vocational training and academic education that supports target clusters. ▪ Expedite access to and use of advanced communication services (ACS) and information technology in all communities.	↑ Per Capita and Median Household Income ↓ Unemployment ↓ Percent Families Below Poverty Line ↑ Agricultural Production and Crop Value ↑ Job Growth in Target Industries ↑ New Business Start-Ups ↑ Venture Capital Investments ↑ Issuance and Licensing of Patents ↑ Tourism Spending ↑ Enrollment In and Completion of Training/Education Beyond High School ↑ College Graduation Rates ↑ Education Attainment ↑ Access To and Use of ACS

	Recommendation	Strategic Actions	Indicators
2.	Create a Model K-12 Public Education System	▪ Implement an alternative accountability model for low performing schools and school districts. ▪ Implement a program to ensure all children are able to read at or above grade levels, with a focus on proficiency by third grade. ▪ Implement a target intervention program for low performing schools. ▪ Increase the number and benefit of community and family resource centers. ▪ Implement an executive leadership academy for educators. ▪ Achieve funding equalization between state averages and County Offices of Education and School Districts. ▪ Implement a computer literacy initiative for K-12 students aligned with community college curriculum ▪ Develop a college-going culture. ▪ Implement programs to reduce substance abuse, including voluntary drug testing. ▪ Promote quality school choice within the public school system.	↑ Reading Proficiency At or Above Grade Levels ↑ Computer Literacy Rates ↑ High School Graduation Rates ↓ High School Drop Out Rates ↑ College Bound Rate ↑ School-to-Career Preparedness ↓ Juvenile Drug- and Alcohol-Related Arrests ↓ Number of Low-Performing Schools

	Recommendation	Strategic Actions	Indicators
3.	Implement an Integrated Framework for Sustainable Growth	▪ Create a strategy for growth and conservation to 2050 through the Regional Blueprint Planning process. ▪ Encourage and support adoption of local General Plans consistent with Regional Blueprint Plan. ▪ Establish and implement conservation plans for productive agriculture lands and important natural resources and parks. ▪ Develop a long-range plan enhancing the vitality and sustainability of agriculture. ▪ Plan for and build housing to meet the needs of the region's population. ▪ Establish and implement an energy plan to optimize efficiencies and use of renewables for all sectors. ▪ Support the development and implementation of a balanced, comprehensive, integrated regional water plan and basin plans that optimize management and other efficiencies. ▪ Expand surface storage and conjunctive use programs. ▪ Enhance surface and groundwater quality to meet beneficial uses. ▪ Strengthen flood control and levee protection. ▪ Implement resource restoration projects for wetlands and rivers, with special attention to the San Joaquin River as a defining and unifying natural heritage for the region.	↑ Land Use Efficiency → Acres in Agricultural Production ↑ Open Space and Access to Public Land ↑ State Parks ↑ Housing Affordability ↑ Water Supply Reliability, Quality, and Efficiency ↑ Flood Protection ↓ Per Capita and Median Household Energy Use ↑ Percentage of Energy from Solar and Other Renewable Sources ↑ Environmental Restoration

	Recommendation	Strategic Actions	Indicators
4.	Build a 21st Century Transportation Mobility System	▪ Implement the 99 Corridor Master Plan, including the Business Plan and Enhancement Plan elements, as a foundational strategy for economic development in the region. ▪ Implement transportation projects that support the regional land use strategy and improve mobility including east-west corridors and other projects of regional significance. ▪ Implement a plan to facilitate goods movement in the region. ▪ Develop a sustainable multi-modal system. ▪ Develop model roadside rest areas using the GreenStop[®] prototype. ▪ Develop a plan for airport facilities and services. ▪ Assure that any state high-speed rail system, if implemented, meets the needs of the region and helps achieve economic development goals.	↑ Through-Put and Velocity ↑ Roadway Conditions ↓ Vehicle Hours of Delay ↑ Transit Availability ↑ Goods Movement Productivity ↑ Safety ↑ Roadway Enhancements
5.	Attain Clean Air Standards	▪ Implement a comprehensive strategic plan to achieve air quality compliance by 2013 or as soon as feasible. ▪ Eliminate institutional constraints to air quality improvement. ▪ Encourage EPA adoption of tighter federal emission control standards. ▪ Expand or create new incentive mechanisms to accelerate technology adoption. ▪ Facilitate the development and use of clean energy. ▪ Improve efficiency of goods and people movement. ▪ Encourage green development in the public and private sectors. ▪ Accelerate research of critical emissions. ▪ Improve public education.	↓ Ozone Precursors ↓ Particulate Matter ↑ Use of Clean Energy ↑ Use of Clean Fuels ↓ Attributable Mortality Rates ↓ Asthma Rates ↓ Number of Days with 8-Hour Ozone Exceedances

	Recommendation	Strategic Actions	Indicators
6.	Develop High-Quality Health and Human Services	▪ Improve workforce development and retention by providing incentives for difficult-to-recruit health and medical professionals. ▪ Establish a Central Valley Nursing Education Consortium. ▪ Establish a School of Medical Education at UC Merced connected to a network of health and medical facilities throughout the region. ▪ Develop mechanisms for counties to share technical and professional resources related to communicable disease case management. ▪ Support regional disease prevention and health promotion services. ▪ Develop and implement a regional plan to address the needs of the uninsured. ▪ Support and expand pro-active foster care prevention services. ▪ Develop and implement a pilot program for relative placement services. ▪ Develop and implement a methamphetamine law enforcement and prevention campaign. ▪ Support the development of outpatient and resident substance abuse treatment facilities. ▪ Facilitate the use of e-health tools and telemedicine technology to improve access to state-of-the-art healthcare and medical services.	↑ Access to Primary Care Physicians and Allied Health Professionals ↑ Primary Health and Wellness ↓ Asthma Rates ↓ Uninsured ↓ Drug-Related Convictions ↓ Caseloads for Children and Adults Requiring Welfare Services ↑ Relative Placements for Foster Care ↓ Foster Care Time to Permanence

Transportation Technical Committee

Action/Discussion Items

Agenda Item III – J.

STATE ROUTE



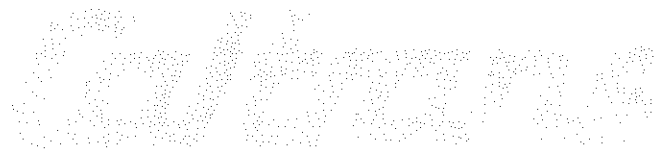
District 6

Transportation Concept Report

Office of System Planning

August 2006

DRAFT



Approval Recommended:

D. Alan McCuen

Deputy District Director
Planning & Local Programs

Date

Malcolm X. Dougherty

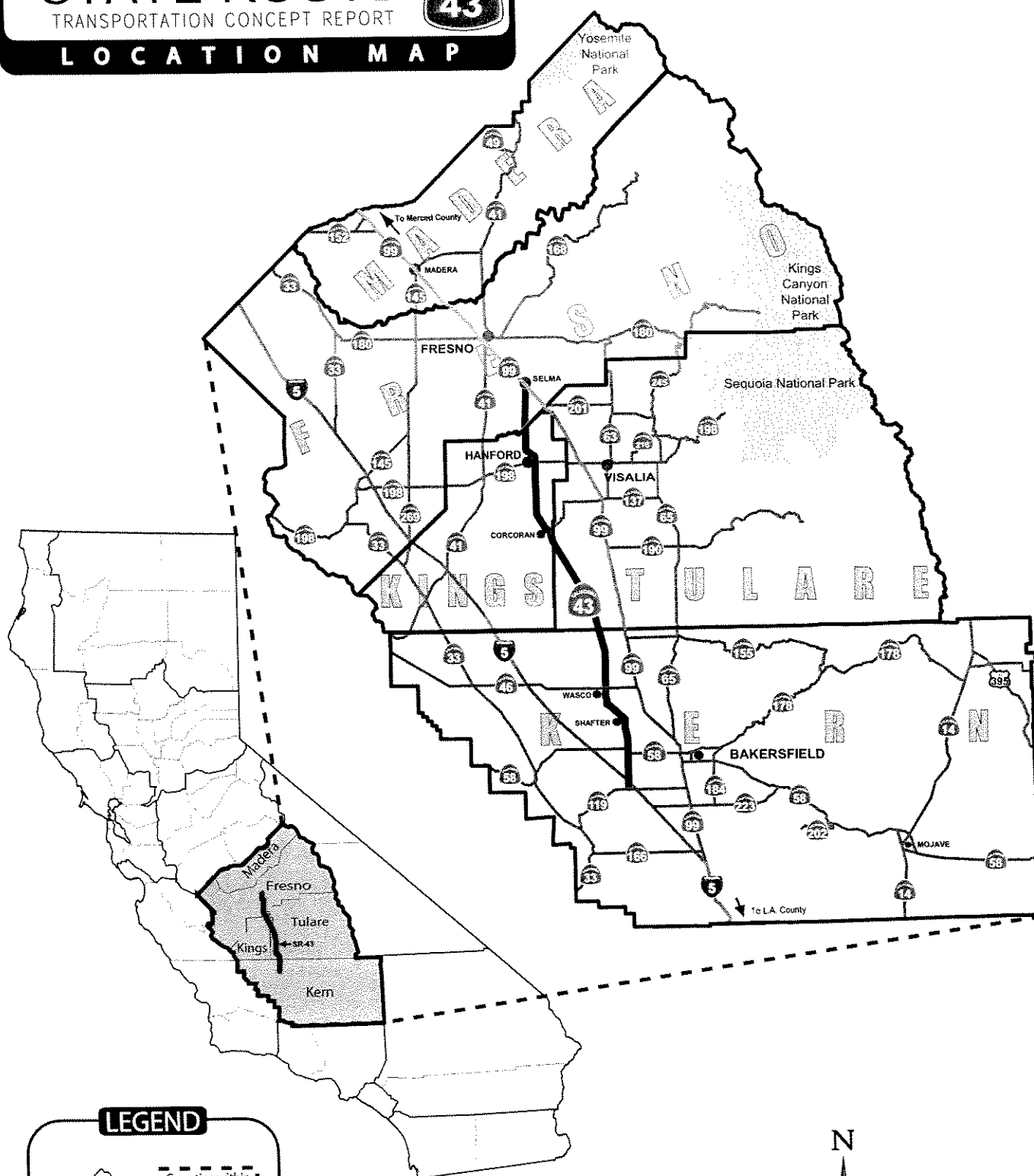
District Director
District 6 - Central District

Date

DRAFT

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LOCATION MAP



Caltrans
District 6
Boundary

Counties within
District 6 which
SR 43 traverses



Not To Scale

DRAFT
Transportation Concept Report
State Route 43
August 2006

I. INTRODUCTION

A Transportation Concept Report (TCR) is a long-range System Planning document that establishes a planning concept for the corridor through the year 2030. The TCR provides route data and information, as well as current and projected (years 2006, 2015, and 2030 respectively) operating characteristics.

Considering reasonable financial and physical constraints, the TCR defines the appropriate Concept Level of Service (Concept LOS) and facility type(s) for each route. It also broadly identifies the nature and extent of improvements needed to attain that Concept LOS. The primary focus for LOS attainment are capacity-enhancing improvements such as lane additions.

Caltrans endeavors to maintain a target LOS at the transition between LOS C and LOS D, or whichever LOS is feasible to attain on that particular state highway facility. For the purpose of this document, however, the Concept LOS is a "target" LOS determined by the importance of the route and environmental context. A deficiency (need for improvement) is triggered when the actual LOS falls below the Concept LOS.

The TCR also identifies alternate modes of transportation (mass transit, rail, bicycle and pedestrians) and the deployment of Intelligent Transportation Systems (ITS) as integral to a route's future development.

The Ultimate Transportation Corridor (UTC), as identified in this TCR, also ensures that adequate right-of-way (ROW) is preserved for ultimate facility projects beyond 2030. This UTC does not consider funding as a constraint.

Caltrans District 6 System Planning staff should be consulted for the interim ROW (prior to ultimate construction) for a specific location. This document also identifies the initial and conceptual planning phase that leads to subsequent programming and the project development process.

Consequently, the specific nature of proposed improvements such as roadway width, number of lanes, and access control might change in later project development stages. Final determinations are normally made during the project study report (PSR) and/or design phases.

This TCR should be considered a "living document," and subject to amending as various projects are completed and conditions change. System Planning staff will update the TCR on a three-to-five year cycle or as needed.

The TCR for Route 43 was prepared and completed by District 6 Office of System Planning staff in cooperation with local and regional agencies and other Caltrans functional units. As such, it will serve as a guide in cooperative planning and implementation of transportation and land use decisions.

II. ROUTE DESCRIPTION AND PURPOSE

Begins: This route begins at the junction of Route 119 in southern Kern County.

Ends: This route ends at the junction of Route 99 in the City of Selma in central Fresno County.

Length: Route 43 is comprised of a 97.60 mile highway. The highway is continuous except for a short gap on the north side of Wasco where it combines with SR-46 (in an east-west direction under the rail road tracks) for approximately one-half mile.

Jurisdiction: This Transportation Concept Report covers this route's entire length from its beginning at Route 119 in southern Kern County, through Tulare and Kings counties, to its terminus at Route 99 in the City of Selma (Fresno County). The entire route is located within Caltrans District 6.

Land Use: State Route 43 lies in the central San Joaquin Valley, and traverses the area in a north-south direction. Agriculture is the most dominant land use along the SR 43 corridor. Most of the agricultural land along this route is devoted to the production of crop and orchard products as well as dairy production and livestock raising. This route is primarily rural with the exception of those segments located within the cities of Wasco, Shafter and Selma and on the outer fringes of Corcoran and Hanford. There are no major residential, commercial, or industrial uses outside of these five areas. Similarly, shopping and other types of service oriented businesses are primarily to be found within Wasco, Shafter and Selma.

Terrain: The entire length of this highway is located on flat terrain.

A. Modal Alternatives

Passenger Rail Service: Railroad tracks and other railroad oriented facilities owned by the Burlington Northern and Santa Fe Railroad parallel much of this route's length through Kern, Tulare and Kings counties. These tracks, in addition to hauling freight, have been contracted to Amtrak for the use of its San Joaquin Route - a passenger route that services communities from Bakersfield to Stockton on a daily basis. Amtrak stations are located in Bakersfield, Wasco, Corcoran and Hanford and as such provide an alternative mode of transportation to much of this route. In an effort to improve the area's air quality the City of Corcoran currently provides its citizens with subsidized round-trip Amtrak tickets for those who commute frequently between Corcoran and Hanford.

Additionally, tracks of the San Joaquin Valley Railroad cross this route in two different locations - in Kern County at approximately PM 7.00 and in Kings County at approximately PM 18.75. In both instances these tracks are currently used for freight hauling but could be used, if the need arose, and if all parties agreed, as light or passenger rail in the future.

The Caltrans Division of Rail has hired a consultant to develop the San Joaquin Corridor Strategic Business Plan. The plan will look at among other rail issues, the potential connection of the San Joaquin Route to Los Angeles via the Tehachapi Rail Corridor. The business plan is anticipated to be completed by June 30, 2007.

High Speed Rail: The California High Speed Rail Authority (CHSRA) has developed a plan to build a high-speed rail line from San Diego to San Francisco. Electric-powered, high-speed trains

could be operated at speeds up to 200 mph, allowing for travel from downtown San Francisco to Los Angeles in approximately 2 1/2 hours. The proposed 700-mile-long system would stretch from San Francisco, Oakland or Sacramento in the north, through the Central Valley, to the south through Los Angeles, and San Diego. The final alignment has not as yet been chosen but could eventually parallel one or more segments of this highway if existing railroad right-of-way is used.

Transit Services: Both fixed-route and demand response (i.e. dial-a-ride) buses provide transit service to many non-connecting portions of this route.

Within Kern County the Kern Regional Transit system's "North Kern Express" provides inter-city services between Bakersfield and the cities of Shafter, Wasco, McFarland and Delano.

Within Kings County two separate transit systems are available. KART (Kings Area Rural Transit), is the primary transit operator within the county and also within the City of Hanford. In and around the City of Corcoran citizens have access to a demand response (dial-a-ride) service known as the Corcoran Area Transit (CAT).

Within Fresno County the Selma Transit operates both fixed route and demand response services within the City of Selma. None of Selma Transit's fixed routes uses Route 43 as a portion of its routes but their demand response services may occasionally use, or cross, Route 43 while providing its dial-a-ride services.

Neither Greyhound or the Orange Belt Stageline, this area's two primary inter-city bus companies, provide any normally scheduled services along any portion of this route.

Please refer to the "Transit" section of the Appendix for more detailed information on transit services available along Route 43.

Park & Ride Facilities: Only one park and ride facility is located along this route. That facility is located northeast of Hanford at the junction of Route 43 and 10th Ave. (i.e. - at the dividing line between Segments 18-19). This facility is used primarily by car-poolers driving to/from Selma, Fresno/Clovis and other points north.

Bicycle Routes & Facilities: The entire length of Route 43, being a conventional state highway, is opened to bicycle travel under a "share-the-road" basis. With the exception of Segments 1-3 in southern Kern County, this route primarily features wide bikeable shoulders and level terrain. Winter "tule fog" often presents a problem to bicyclists along this route between November and late February.

Please refer to the "Bicycle Routes & Facilities" section of the Appendix for more detailed information on bicycle routes and facilities along Route 43.

Pedestrian Needs / Facilities - Pedestrian and ADA concerns for this route are primarily to be found within the communities of Shafter, Wasco and Selma where there are heavy concentrations of residential, retail and commercial properties on or adjacent to this route's right-of-way. The remainder of this route is very rural with few, if any, current pedestrian or ADA concerns at the present time.

Please refer to the "Pedestrian Access / Facilities" section of the Appendix for more detailed information on pedestrian and ADA access along Route 43.

B. Intelligent Transportation Systems (ITS)

At the present time the only applications of ITS that can be found along Route 43 include one changeable message sign (CMS) in Kern County at PM 3.65 (approximately two miles north of Interstate 5) and emergency call boxes at eighteen locations within Kern County. These call boxes are owned and maintained by the Kern Council of Government's (KCOG) Kern Motorist Aid Authority. Additional deployment of ITS technology along this Route may enhance the operational efficiency and safety of the route by informing motorists of traffic congestion, inclement weather (specifically the presence of winter tule fog), dust storms, construction delays and accidents.

Please refer to the "ITS" section of the Appendix for more detailed information on Intelligent Transportation Systems in use or planned along this Route.

C. Route 43 Highway Facts:

- Before being combined and renumbered in July 1964, Route 43 as we know it today was comprised of State Legislative Routes 135 and 139.
- The first 17 segments of this highway (i.e. between Route 119 and Route 198), were added to the State Highway System in 1933 while the remaining four northern segments (i.e. those portions between Route 198 and Route 99) were added to the State Highway System in 1959.
- Also in 1959, Route 43, between Interstate 5 and Route 99, became a part of California's Freeway and Expressway System
- This route is commonly known as the "Central Valley Highway" between the cities of Shafter and Selma.
- This route primarily provides access to and from the agricultural related endeavors that occur along its corridor.
- This route also serves as a major corridor to and from the cities of Shafter and Wasco, and to a lesser degree Selma.
- Within Shafter, Wasco and Selma this route is categorized as a major arterial.
- During mornings and evenings rush hours, Route 43 is a major commuter route between Corcoran/Hanford and cities north - i.e. Selma, Fowler and Fresno/Clovis.
- When needed, this route can be used as an alternative to SR-99, which parallels much of this route to the east
- Currently route is comprised of numerous segments of 2-lane conventional highway, several segments of 4-lane divided conventional highway and from Tulare County (Tulare PM 21.90) to the Kings/Fresno County Line (Kings PM 27.30), is a 2-lane expressway.
- Four Freeway Agreements, each written in the early 1950's (known then as Route 135) are in existence for the Tulare and Kings County expressway segments.
- Colonel Allensworth State Historical Park is the only major recreational facility located on this route.

For additional information on this routes existing and future facilities please refer to the four Summary Charts which follow this section. For additional information on this route's existing Freeway Agreement please refer the Freeway Agreement section of the Appendix.

D. General Environmental Concerns: Environmental concerns vary from segment to segment. Generally however environmental concerns on this route may revolve around:

- The possible encroachment into archeological sites (various locations)



- Endangered species habitats, wetlands and river areas (various locations)
- The existing built environment (i.e. the displacement of residences and businesses)
- The Burlington Northern Railroad facilities located on one or the other side of this highway
- The Salyer Farms Airport (southeast of Corcoran) which is currently located only a few feet west of this highway's right-of-way line.

Note - Many of the classifications mentioned above are monitored by Caltrans' Cultural Resources staff and/or Native American Consultants and may be further subject to considerations under State and Federal laws relating to cultural resources management.

For more specific segment environmental concerns please refer to Section IV.

III. SEGMENT MAP

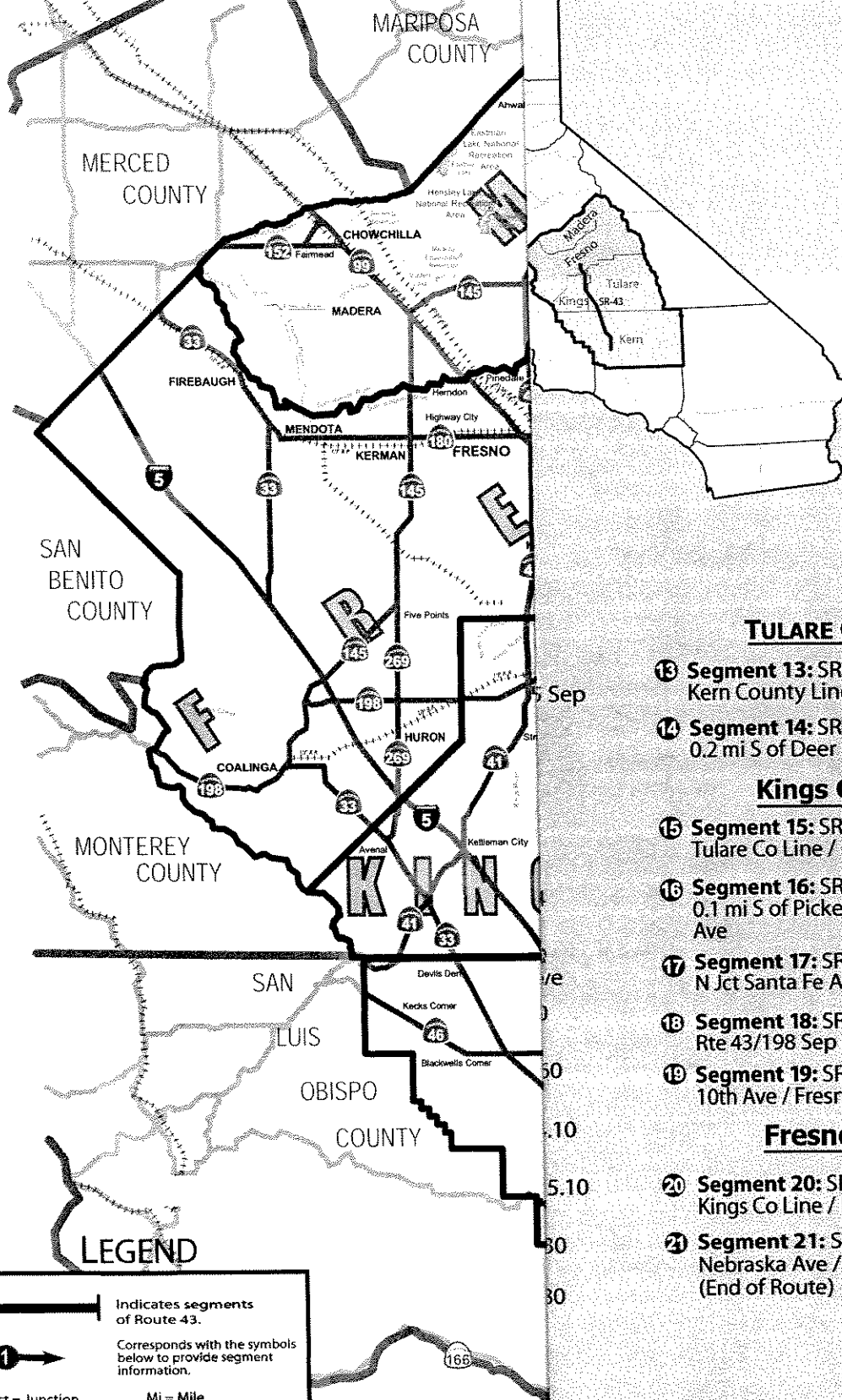
Attached on the next page is the 11" x 17" master foldout map showing the location of the 21 highway segments detailed within this TCR. Segments 1 - 12 are located within Kern County, Segments 13 - 14 are located within Tulare County, Segments 15 - 19 are located within Kings County and Segments 20 - 21 are located within Fresno County.

Following the 11" x 17" master segment map is an overview of Route 43 geometrics including land use and environmental considerations. The overview is divided into four segment groups. Each group has a detailed segment map and information concerning the segments covered therein.

STATE ROUTE

TRANSPORTATION CONCEPT REPORT

SEGMENT MAP



TULARE COUNTY

- 13 Segment 13: SR 43 PM 0.00 / R9.90
Kern County Line / 0.2 mi S of Deer Creek
- 14 Segment 14: SR 43 PM R9.90 / 22.70
0.2 mi S of Deer Creek / Kings Co Line

Kings COUNTY

- 15 Segment 15: SR 43 PM 0.00 / 2.20
Tulare Co Line / 0.1 mi S of Pickerell Ave
- 16 Segment 16: SR 43 PM 2.20 / 3.02
0.1 mi S of Pickerell Ave / N Jct Santa Fe Ave
- 17 Segment 17: SR 43 PM 3.02 / 18.20
N Jct Santa Fe Ave / Rte 43/198 Sep
- 18 Segment 18: SR 43 PM 18.20 / 22.30
Rte 43/198 Sep / 10th Ave
- 19 Segment 19: SR 43 PM 22.30 / 27.30
10th Ave / Fresno Co Line

Fresno COUNTY

- 20 Segment 20: SR 43 PM 0.00 / 8.30
Kings Co Line / Nebraska Ave
- 21 Segment 21: SR 43 PM 8.30 / 9.30
Nebraska Ave / Rte 43/99 Sep
(End of Route)

LEGEND



Indicates segments of Route 43.



Corresponds with the symbols below to provide segment information.

Jct = Junction

Mi = Mile

O.C. = Overcrossing

PM = Post Mile

Sep = Separation

SR = State Route

U.B. = Urban Boundary

U.C. = Undercrossing

IV. GEOMETRICS, LAND USE AND ENVIRONMENTAL CONSIDERATIONS

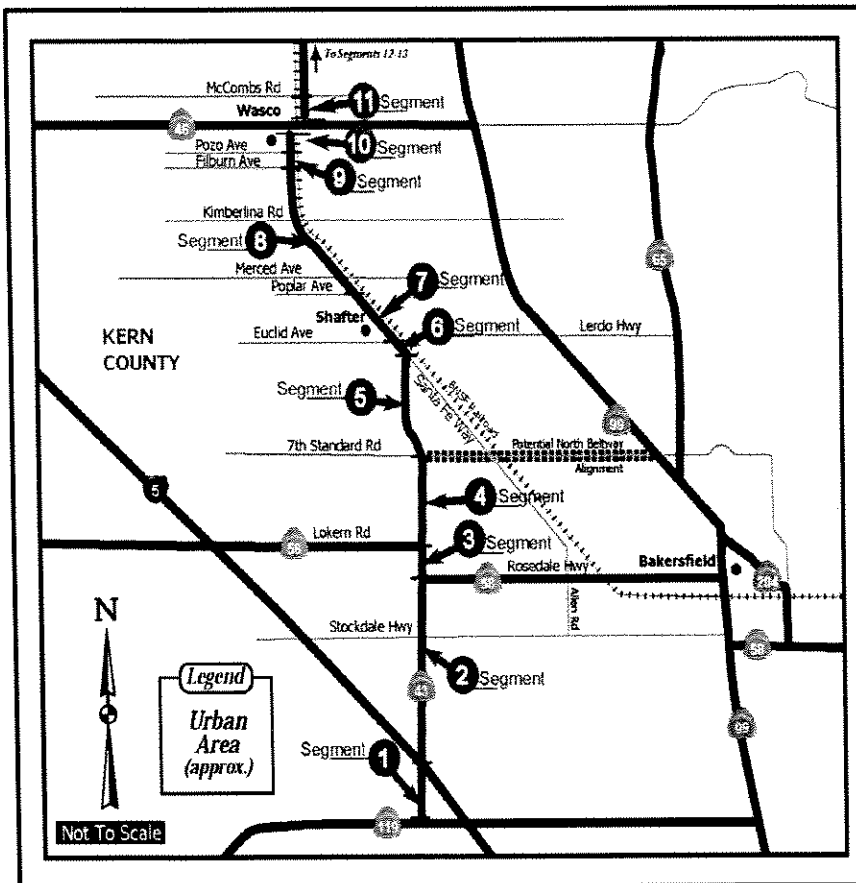
Segments 1-11: Junction State Route 119 to McCombs Road

Begins: At the junction of Route 119 (PM 0.10) in Kern County.

Ends: At the junction of McCombs Road (PM 26.30) in Kern County.

Land Use: With the exception of the urban areas of Shafter and Wasco, land use within these 11 segments of Route 43 is primarily agricultural related - open range land, dry land farming,

irrigated crops (primarily cotton and alfalfa), vineyards and fruit orchards - along with occasional petroleum - related activities. Route 43 crosses Interstate 5 at Post Mile (PM) 1.5 and the Kern River at PM 2.65.



Additionally, small clusters of retail establishments occur at the south junction of Route 58 (i.e. Rosedale Highway - PM 8.11) and again at the junction of 7th Standard Road (PM 12.20). The cities of Shafter and Wasco are supported primarily by agricultural-

related activities. The Burlington Northern Santa Fe Railroad parallels the east side of this route from the junction of Santa Fe Avenue (PM 15.74) to the west junction of Route 46 (PM R25.10), and then on the route's west side from the east junction of Route 46 (PM 25.20) to McCombs Road (PM 26.30).

Facility: Between its beginning at Route 119 (PM 0.10) and the beginning of the urban areas of Shafter (PM 16.25) Route 43 consists of a 2-lane conventional highway. Between PM 16.25 and Pozo Avenue (PM 24.10) Route 43 is a 4-lane conventional roadway, and between Pozo Avenue and McCombs Road the route is again a 2-lane conventional highway. During the growing and harvesting seasons, the movement of large agricultural implements (i.e. tractors, combines,

mechanical picking equipment etc.) is a frequent occurrence within these eleven segments. Such movement of equipment occasionally hinders the free flow of traffic on this route.

Interchanges and other State Highway connections occurring within Segments 1-11

- A non-signalized at-grade intersection at Route 119 at Kern PM 0.00
- A non-signalized grade-separated interchange with Interstate 5 at PM 1.90
- A non-signalized at-grade intersection with Route 58(S) - Rosedale Hwy - at Kern PM 8.11
- A non-signalized at-grade intersection with Route 58(N) - Lokern Rd - at Kern PM 9.16
- A signalized at-grade intersection with Route 46(W) - Wasco - at Kern PM 25.10
- A non-signalized at-grade intersection with Route 46(E) - northeast of Wasco - at Kern PM 25.20

Note: Kern County is currently proposing the construction of two "beltways" that could eventually affect Route 43. The so-called "West Beltway", if constructed as shown on existing maps, would be along an alignment, east of, but parallel to this route. The proposed "North Beltway", again if constructed according to existing maps, would parallel 7th Standard Road. Either of these beltways, if constructed, offers the potential of additional at-grade conventional or grade-separated freeway interchanges, as well as changes to existing traffic volumes and traffic patterns.

Environmental / Archeological Concerns: The following environmental and/or archeological concerns may be encountered within Segments 1-11:

- The possible encroachment into archeological sites (various locations)
- Endangered species habitats and wetlands (various locations)
- Encroachment into and/or the displacement of the existing built environment (primarily within the cities of Shafter, Wasco and Selma)
- The presence of the Burlington Northern & Santa Fe Railroad facilities located on one or the other side of this highway within Segments 6-11.

Segments 12-13: McCombs Ave to 0.2 mi S. of Deer Creek

Begins: At McCombs Avenue (PM 26.30) in Kern County

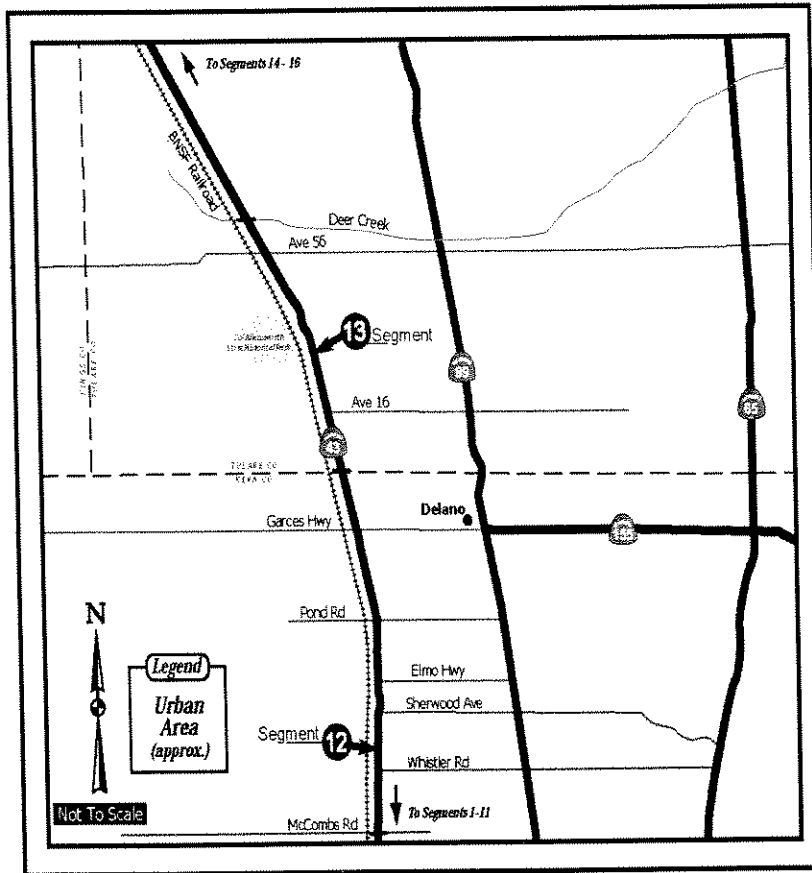
Ends: At 0.2 miles south of Deer Creek (PM 9.90) in Tulare County

Land Use: Land use within Segments 12 and 13 is predominantly agricultural related - dry land farming, irrigated crops (primarily cotton and alfalfa), vineyards and fruit orchards - along with an occasional petroleum-related activity. No commercial or retail facilities, or major urban centers, exist along Route 43 within these two segments. Colonel Allensworth State Historical Park is located at Tulare PM 5.40. The Burlington Northern & Santa Fe Railroad continues to parallel the roadway on its west side within these two segments.

Facility: Between McCombs Road (Kern PM 26.30) and a point just south of Deer Creek (Tulare PM 9.90) Route 43 is comprised of a 2-lane conventional highway. In season, the movement of large agricultural implements (i.e. tractors, combines, mechanical picking equipment etc.) is a frequent occurrence within these two segments. Such movement of equipment occasionally hinders the free flow of traffic along this route.

Interchanges and other State highway connections:

- No interchanges or intersections with other state highways occur within Segments 12 or 13.



Environmental / Archeological Concerns: The following environmental and/or archeological concerns may be encountered within Segments 12 and 13:

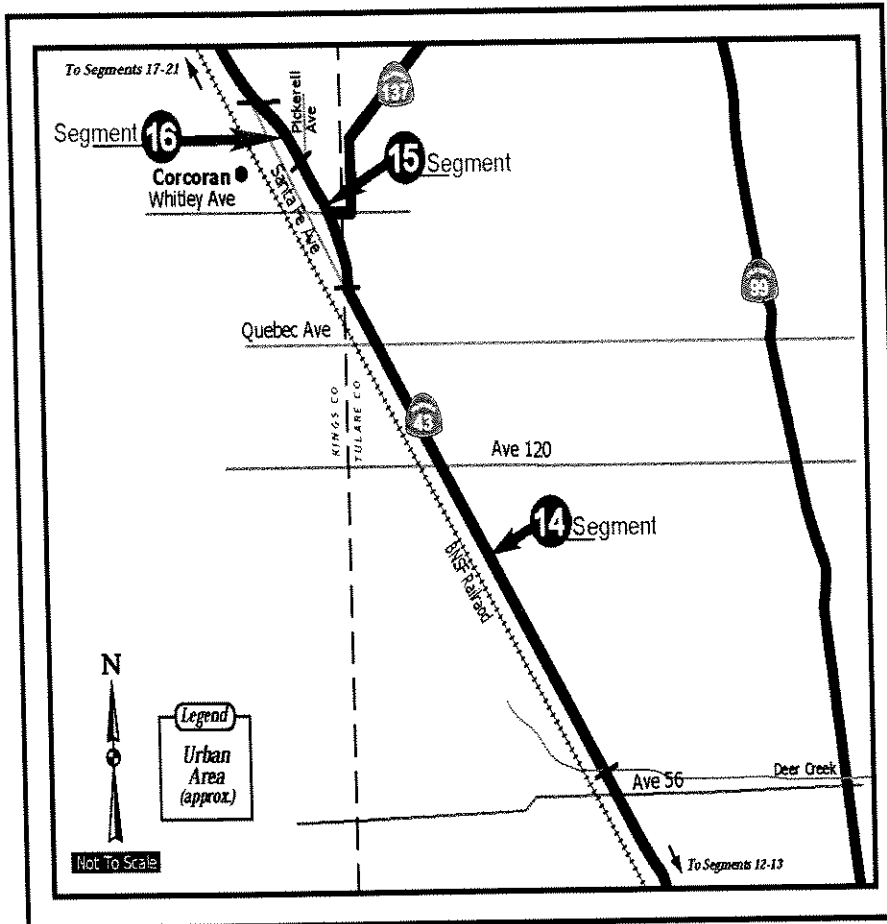
- The possible encroachment into archeological sites (various locations)
- Endangered species habitats and wetlands (various locations)
- The presence of the Burlington Northern & Santa Fe railroad facilities located on the west side of this highway within Segments 12 and 13.

Segments 14-16: 0.2 mi. S. of Deer Creek to N Jct. Santa Fe Avenue/Nevada Ave.

Begins: At 0.2 mi. S. of Deer Creek (PM 9.90) in Tulare County
Ends: At N Jct. Santa Fe Avenue (PM 3.02) in Kings County

Land Use: Land use within Segments 14 and 15 is also predominantly agricultural related (i.e. dry land farming, irrigated field crops [mostly cotton and alfalfa], vineyards, large dairies and fruit orchards). No commercial or retail facilities currently exist along the route within these two segments. Within Segment 16 the environment changes to one of mixed commercial, industrial and residential facilities as the highway passes through the northeastern fringes of Corcoran. Along a majority of segment 14, the Burlington Northern & Santa Fe Railroad tracks parallel the roadway on the route's west side and for the first mile and a half of Segment 15 (Kings PM 0.00 to Kings PM 1.50), the highway passes immediately to the east of the Salyer Farms Airport - a private non-commercial airport.

Facility: Between 0.2 miles south of Deer Creek to a point just south of the Tulare/Kings County Line (Tulare PM 9.90 to PM 22.10), Route 43 is comprised of a 2-lane conventional highway and from the point just south of the county line (Tulare 22.10) through the end of Segment 16 (Kings PM 3.02) the route is designated as an expressway. Freeway Agreements are currently on file for Segment 15 and 16 (See Appendix section Freeway/Controlled Access Agreements). During the planting and harvesting seasons, the movement of large agricultural implements (i.e. tractors, combines, mechanical picking equipment etc.) is a frequent occurrence within these three



segments. Such movement of equipment occasionally hinders the free flow of traffic along these segments.

Interchanges and other State highway connections occurring within Segments 14-16:

- A non-signalized at-grade intersection with Route 137 (Kings PM 1.45).

Environmental / Archeological Concerns: The following environmental and/or archeological concerns may need to be addressed within Segments 14-16:

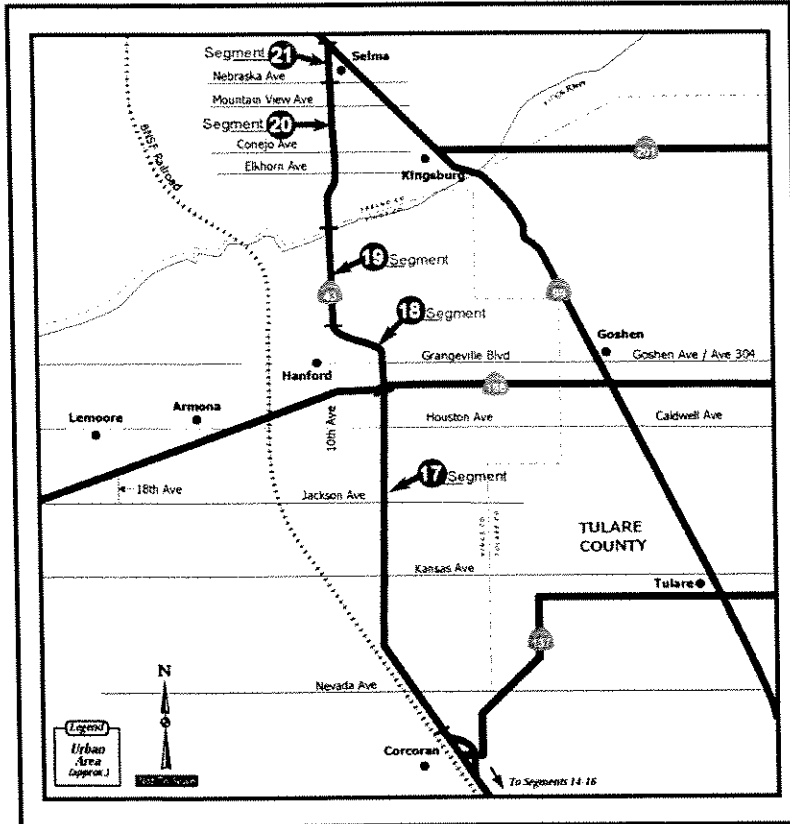
- The possible encroachment into archeological sites (various locations)
- Possible endangered species habitats and wetlands (various locations)
- Encroachment into and/or the displacement of the existing built environment (primarily in the vicinity of the Salyer Airport and on the east side of Corcoran)
- The continued presence of the Burlington Northern & Santa Fe railroad facilities located on the west side of this route within Segment 14.

Segments 17-21: N Jct. Santa Fe Avenue to Jct SR 99 (End of Route).

Begins: At the N Jct. Santa Fe Avenue (Kings PM 3.02) in Kings County
Ends: At the Jct. SR 99 (Fresno PM 9.30 - end of route) in Selma, Fresno County

Land Use: Land use within Segments 17 to 20 is also predominantly agricultural related (i.e. dry land farming, irrigated field crops [mostly cotton and alfalfa], vineyards, large dairies and fruit orchards). At this time, no commercial or retail facilities exist along the route within these four segments. However, Segment 18 lies just beyond the current outer fringes of Hanford and any further development north eastward from the city could place this route within a developed area. Within Segment 21 the environment changes from rural to mixed commercial and residential facilities as the highway passes through the southern and central portion of Selma.

Facility: From its beginning at the North junction of Santa Fe Avenue, north of Corcoran, to the junction of SR 198 (Kings PM 3.02 to Kings PM 18.20) Segment 17 is designated as a 2-lane



expressway (for additional information please see Appendix section Freeway/Controlled Access Agreements). North of SR 198, Segments 18 to 20 are comprised of 2-lane conventional highway segments while Segment 21 widens into a 4-lane divided conventional roadway as it enters the city of Selma. During the planting and harvesting seasons the occasional movement of large agricultural implements (i.e. tractors, combines, mechanical picking equipment etc.) is a frequent occurrence within Segments 17-20. Such movement of equipment occasionally hinders the free flow of traffic along these four segments. Additionally, this route's only park and ride facility is located at the junction of Route 43

and 10th Avenue in northeast Hanford (at the borderline between Segments 18 & 19).

Interchanges and other State Highway connections occurring within Segments 17-21:

- A grade-separated freeway interchange with SR 198 at Kings PM 18.20.
- A grade-separated interchange with SR 99 in the city of Selma at Fresno PM 9.30.

Environmental / Archeological Concerns: The following environmental and/or archeological concerns may be encountered within Segments 17-21:

- The possible encroachment into archeological sites (various locations).
- Endangered species habitats and wetlands (various locations).
- Encroachment into and/or the displacement of the existing built environment (primarily within Segment 21 - the city of Selma).

V. Concept Rationale

Route Concept LOS:

Rural: LOS D was assigned to all of the rural portions of Route 43 due to the inter-regional importance of this route and the anticipated traffic volumes.

Urban: LOS D was also assigned to the urban portions of this route - namely Segments 7 (Shafter), 9-10 (Wasco) and 21 (Selma). In this case LOS D also signifies that attaining better traffic operations is more difficult due to heavier traffic congestion and construction complexities typically encountered in existing urban environments.

Concept Facility:

The Concept Facility (i.e. corridor improvements considered viable within 25 years) is as follows:

- **2-lane conventional highway, Improved** (Segments 1-5): only operational and safety improvements are proposed for these segments.
- **Maintain current 4-lane conventional highway configuration** (Segments 6-9): no improvements are expected for these four segments.
- **2-lane conventional roadway, Improved** (Segments 10-14): only operational and safety improvements are proposed for these five segments.
- **2-lane expressway, Improved** (Segments 15-17): only operational and safety improvements are proposed for these three segments.
- **2-lane expressway, Improved** (Segments 18-19): to a 4-lane expressway.
- **2-lane conventional highway, Improved** (Segment 20): improve to a 4-lane conventional highway.
- **4-lane highway, Improved** (Segment 21): only operational and safety improvement are proposed for this segment.

Ultimate Facility:

This route's Ultimate Facility (i.e. for years 2030 and beyond) is as follows:

- **2-lane conventional, Improved** (Segments 1-5): a 4-lane conventional highway
- **2-lane conventional, Improved** (Segments 10-14): to a 4-lane conventional highway plus additional improvements
- **2-lane conventional highway, Improved** (Segments 15-17): to a 4-lane expressway.

Note: Should either of the proposed Kern County beltways be constructed, as shown within the City of Shafter's 2005 General Plan and other maps, both the Concept or Ultimate Facility scenarios described above may need to be revised to properly reflect any traffic shifting that may or may not occur by the building of such facilities.

VI. State Route 43 Transportation Concept Report Summary Chart

The Summary Chart on the following four pages indicate that SR 43 is divided into 21 separate segments. The chart provides descriptive and technical information, both current and forecasted, for the State highway. It also has a linear geographic diagram that illustrates the major state and local highway facilities, along with key natural features and city/county boundaries, current highway geometrics, i.e., conventional highway, expressway, or freeway. A "Chart Explanation" on the left side of each chart defines what is shown on the Chart with the exception of self-explanatory items. The Summary Chart also delineates the functional classification, various highway designations, environmental information, and General Plan information.

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VII. REVIEW OF ROUTE 43 PERFORMANCE: CURRENT AND FUTURE

A comparison of the current and future operating traffic LOS to the designated Route Concept LOS is a way of measuring the existing and future performance levels on a State highway. For purposes of this review, a segment on State Route 43 is deficient when it operates below the designated Route Concept LOS of D.

As of the year 2006, Route 43 is operating at LOS B or LOS C within all of Kern and Tulare Counties, within Segments 15-17 of Kings County and within Segment 21 (Selma) of Fresno County. Segment 21's LOS C is due to its existing four-lane configuration within Selma.

Within Segments 18 and 19 (Kings County) and Segment 20 (Fresno County) Route 43 is currently operating at Concept LOS of D.

By 2030, without improvements, this route will not meet its Concept LOS of D in Segments 14 and 18-20, it will meet the Concept Level of D in Segments 2-3, 16-17 and 21 and will exceed its Concept Level of D in Segments 1, 4-13 and 15.

Four Freeway Agreements are in place for this route from Tulare PM 21.9 (just south of the Tulare/Kings County Line) to Tulare PM 22.7 (Tulare/Kings County Line) and from Kings PM 0.00 to Kings PM 18.40 (Jct. SR 198). All agreements were adopted between 1951 and 1953 when this route was known as State Legislative Route 135. Currently the highway between these postmiles is constructed as a 2-lane expressway (See Appendix for further details).

Although Route 43 is primarily a 2-lane conventional highway for a majority of its length the highway is currently listed on the National Network and Terminal Access list for STAA trucks. As such, the highway often experiences a high volume of truck traffic with several segments experiencing counts as high as 30-40% of total traffic volume.

Additionally, throughout the year, the movement of large agricultural implements (i.e. tractors, combines, mechanical picking equipment, etc.) is a common occurrence within all but the urban segments of this route. Such movement of equipment along the shoulder areas of the highway occasionally impedes the safe free-flow of automobile and truck traffic.

Two areas of concern for future development of this highway in Kern County occur in the cities of Wasco and Shafter. In both cities this route functions as an arterial street wherein existing commercial and residential buildings adjoin our rights-of-way. Any future improvements or widening of this roadway in these areas will present challenges and the possible displacement of people and /or structures. In addressing these two concerns, the current version of the Kern County General Plan suggests that any potential upgrading of this highway in the Wasco and Shafter areas consider alternate alignments.

Lastly, in July of this year the City of Selma presented Caltrans with a tentative proposal for the eventual relinquishment of Route 43 within the City's sphere of influence. In its proposal the City envisions taking control of the existing highway from approximately Valley View St. (Fresno PM 8.15 +/-) to the route's current terminus at Highland Ave. and Route 99 (Fresno PM 9.3). The proposal then suggests that Caltrans relocate and lengthen Route 43 on a new alignment (approximately one-mile west of the current alignment) from Valley View St. to Route 99 - with a new interchange being constructed at approximately Route 99 and Dinuba Ave. No additional details are available at this time.

VIII. Planned and Programmed Improvements to Route 43

The following tables show both the planned and programmed projects for Route 43 over the next 25 years. The planned projects include *candidate* projects for the STIP as well as RTP projects. The programmed projects include *actual* projects in the STIP or TCRP that are partially or fully funded. All STIP projects listed below are capacity-increasing projects.

The below table shows:

1. The specific segment.
2. Route 43 Planned Projects - the listing document (RTP or STIP Candidate), description of the project, and known pertinent data.
3. Route 43 Programmed Projects - the listing document (STIP, TCRP) description of the project, and projected begin and completed construction dates.

Project scope and technical data are for general informational purposes only. If current information is needed, please verify with the Caltrans District 6 Office of Advance Planning at (559) 445-5232.		
Segment # PM From/To	Planned Projects	Programmed Projects
KERN COUNTY		
Segments 1-12: PM 0.1 / 38.8 Jct Rte 119 (Begin Route) / Tulare County Line	There are currently no projects planned for these segments.	There are currently no projects programmed for these segments.
TULARE COUNTY		
Segments 13-14: PM 0.0 / 22.7 Kern County Line / Kings County Line	There are currently no projects planned for these segments.	There are currently no projects programmed for these segments.
KINGS COUNTY		
Segments 15-19: PM 0.0 / 27.3 Tulare County Line / Fresno County Line	There are currently no projects planned for these segments.	There are currently no projects programmed for these segments.
FRESNO COUNTY		
Segment 20: PM 0.0 / 8.3 Kings County Line / Nebraska Ave.	2004 RTP PM 0.0 / 8.3 widen to 4-lane highway from Kings County Line to SR 99. Begin Construction: 2015*	2000 STIP: PM 0.0 / 8.3 from the Kings County Line to Rte 99 Jct - widen from 2-lane to 4-lane divided highway. Begin Construction: 2009/10* Complete Construction: 2011/12*

* Tentative Dates - funding currently suspended for the TCRP Program.

Please see the Appendix for this TCR's References, Glossary, and additional information concerning Intelligent Information Services (ITS), Freeway Agreements, Transit, Bicycles and Pedestrians.

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	Page(s)
References	A-1 - A-2
Glossary	A-3 - A-10
Intelligent Transportation Systems (ITS)	A-11 - A-12
Freeway & Controlled Access Highway Agreements	A-13
Transit Services	A-14
Bicycle Facilities	A-15 - A-16
Pedestrian Facilities	A-17

Local Jurisdictions (Listed from South to North)**Kern Council of Governments (Kern COG)**

1401 19th St, Suite 300
Bakersfield, CA 93301
(661) 861-2191

Tulare County Association of Governments (TCAG)

Resource Management Agency
5961 South Mooney Boulevard
Visalia, CA 93227
(559) 733-6291

Kings County Association of Governments (KCAG)

1400 W Lacey Blvd
Hanford, CA 93230
(559) 582-3211

Council of Fresno County Governments (COFCG)

2035 Tulare St., Suite 201
Fresno, CA 93721
(559) 233-4148

Air Quality District:**San Joaquin Valley Air Pollution Control District**

1990 E Gettysburg Ave
Fresno, CA 93726
(559) 230-6000

Air Basin: San Joaquin Valley**Air Basin Determination:**

Severe non-attainment for ozone and serious for PM¹⁰. Contact the Air District for more information.

Transit Services: (Listed from South to North)**Kern Regional Transit**

2700 "M" Street, Suite 400
Bakersfield, CA 93301
(661) 862-8613

Tulare County Transit

5961 S Mooney Boulevard
Visalia, CA 93227
(559) 733-6291

Kings County Area Public Transit Agency (KCAPTA)

1400 West Lacey Boulevard
Hanford, CA 93230
(559) 582-3211

Golden Empire Transit (GET)

1830 Golden State Avenue
Bakersfield, CA 93301
(661) 324-9874

Corcoran Area Transit (CAT)

1033 Chittenden Avenue
Corcoran, CA 93212
(559) 992-2151

Fresno County Rural Transit Agency (FCRTA)

2035 Tulare Street, Suite 201
Fresno, CA 93721
(559) 233-6789

Traffic Accident Data:

Caltrans District 6
Office of Traffic Investigations
(559) 488-4123

Sources of Information - Caltrans:

Traffic Congestion Relief Program, 2000
 State Transportation Improvement Program (STIP),
 2000, 2002, 2004
 State Highway Operations and Protection Program
 (SHOPP), 2000, 2002, 2005, 2006

Interregional Improvement Track-Interregional
 Road System Plan (ITSP), 1998, 2000
 Caltrans District 6 Bicycle Route Inventory for
 California State Highways (District 6 Edition),
 May 2004 Office of System Planning

**Sources of Information - By County: (Listed
 from South to North)**

Kern County:

Kern County General Plan, 2004
 Kern County Regional Transportation Plan, 2004
 Intelligent Transportation System Early Deployment
 Plan (Kern Region), 1997
 Kern County Regional Bicycle Plan , 2001 Kern
 Council of Governments (Kern COG)
 City of Shafter 2005 General Plan - Part 3 -
 Transportation Program
 City of Shafter 2005 General Plan - E.I.R.
 City of Wasco 2002 General Plan Draft E.I.R.

Tulare County:

Regional Transportation Plan (RTP) 2004/05, TCAG
 Tulare County General Plan, 2000
 TCAG Countywide Bicycle Transportation Plan,
 May, 2002

Kings County:

Kings County 2004 Regional Transportation
 Plan
 Kings County Association of Governments
 (KCAG) - "2005 Kings County Regional Bicycle
 Plan"

Fresno County:

Fresno County - 2000 Fresno County General
 Plan, Transportation & Circulation Element -
 Rural Bikeway Plan (Figure TR-2)
 Council of Fresno County Governments
 (COFCG) - Regional Transportation Plan
 (RTP) 2004

AADT: (Average Annual Daily Traffic). This designation indicates the total daily traffic that is counted at a particular location or within a particular highway segment and then averaged out over one calendar year.

Access Control (or Controlled Access): The condition where the ability to access a state highway by owners or occupants of abutting land is fully or partially controlled by public authority. Also, see Classification of Roads.

Bicycle Facilities: Bicycle facilities within the state are classified into four categories:

- **Class 1 Bikeways (Bike Paths):** Bike Paths are separate *off-highway* facilities for the exclusive use of bicyclists and with cross flow by motor vehicles minimized.
- **Class 2 Bikeways (Bike Lanes):** Bike Lanes are for preferential use by bicyclists and can be established within the paved area of state highways. Such facilities are approved by, and subsequently maintained by, local jurisdictions and/or Caltrans. Bike lanes are separated from traffic lanes on California highways by the use of a painted 6" stripe on the pavement and are designated as bike lanes by the use of white R81 (Bike Lane), R-81A (Begin) and R81-B (End) "regulatory" signs. (MUTCD Chapter 9 - California Supplement - 2003).
- **Class 3 Bikeways (Bike Routes):** Bike Route are shared facilities which serve either to (a) provide continuity to other bike facilities (usually a Class 1 or Class 2 bikeway); or (b) to designate a preferred route through a high demand corridor. Such facilities are approved by, and subsequently maintained by, local jurisdictions and/or Caltrans. Bike Routes are not separated from traffic lanes but are designated as bike routes through the use of green D11-1 (Bike Route), M4-11 (Begin) and M4-12 (End) "guide" signs. (MUTCD - Chapter 9 - 2003).
- **Shared Roadway (No Bikeway Designation):** Most bicycle travel on conventional state highways and local streets occurs on facilities without any bikeway designations, signs or striping. Virtually all highways in use by bicyclists for inter-city and recreational travel fall under this "share-the-road" scenario.

CMS: (Changeable Message Sign). A CMS is a full-matrix display sign used on State highways to provide motorists with an advanced warning of major highway incidents and route diversion information. CMSs are capable of displaying a variety of character heights and up to three lines of text. CMSs play increasingly important roles on State highways by improving operations and safety.

Classification of Roads:

- **Conventional (C):** A highway without access control, which may or may not be divided. Grade separations at intersections or access control may be used when justified at spot locations. Example: 2C = 2 lane conventional highway.
- **Expressway (E):** An arterial highway with at least partial control of access, which may or may not be divided or have grade separations at intersections. Example: 4E = 4 lane expressway (note: 2 lane expressways are not common).
- **Freeway (F):** A highway to which the owners of abutting lands have no right or easement of access to or from their abutting lands. Access is controlled or restricted to interchanges and with grade separation at all intersections. Example: 6F = 6 lane freeway.
- **Functional Classification:** Guided by Federal legislation, functional classification refers to a process by which streets and highways are grouped into classes or systems, according to the character of the service that is provided, e.g., Principal Arterial, Minor Arterial, Collector, Local, etc.

Contract Phasing:

- **Begin Construction:** This is the phase when the contract for construction is approved and construction begins.
- **Complete Construction:** This is the phase when the completion of the construction contract occurs.

COG: See RTPA

CTC: (California Transportation Commission). The California Transportation Commission (CTC) was established in 1978 by Assembly Bill 402 (Chapter 1106, Statutes of 1977) out of a growing concern for a single, unified California transportation policy. The Commission is responsible for the programming and allocating of funds for the construction of highway, passenger rail and transit improvements throughout California. The Commission also advises and assists the Secretary of Business, Transportation and Housing Agency and the Legislature in formulating and evaluating state policies and plans for California's transportation programs. The Commission is also an active participant in the initiation and development of State and Federal legislation that seeks to secure financial stability for the State's transportation needs.

Density: The number of vehicles occupying a given length of lane or roadway averaged over time, usually expressed as vehicles per mile or vehicles per mile per lane. Also see V/C.

Facility:

- **Concept Facility:** A highway facility type and characteristic considered viable without improvement within the 25 year planning period given financial, environmental, planning and engineering factors.
- **Present Facility:** Highway type and general characteristics in place at the time of the development of a TCR.

FTIP: See Project Programming

ICES: (Intermodal Corridor of Economic Significance). Significant National Highway System Corridors that link intermodal facilities most directly, conveniently and efficiently to intrastate, interstate, and international markets.

ITMS: (Intermodal Transportation Management System). A performance-based decision support system operating on a personal computer which allows "alternatives analysis" through the use of performance measures. ITMS incorporates intermodal system elements for freight and person movements using a spatial and attribute database thereby allowing management of transportation systems under existing and forecasted conditions. ITMS provides a new intermodal-planning tool using a common statewide data set for state and local transportation planners.

ITS: (Intelligent Transportation Systems). ITS refers to a wide variety of tools and techniques that focus on addressing transportation problems by improving the efficiency and safety of the existing transportation infrastructure. ITS works through the integration of high tech computing and information sharing.

ITSP: (Interregional Transportation Strategic Plan). The ITSP is a single document prepared by Caltrans to consolidate and communicate key elements of its ongoing long and short range planning. The ITSP serves as a counterpart to the Regional Transportation Plans (RTPs) prepared by the 43 Regional Transportation Planning Agencies (RTPAs) in California.

KP: (Kilo Post) See Post Mile

Lifeline Routes: See Route Designations

LOS: (Level of Service). Level of Service describes operating conditions a typical driver will experience on a typical day while driving on a particular facility. Like a report card, the LOS is defined in categories ranging from A-F. "A" represents the best traffic flow (low v/c ratio and delay, no impediments) through "F" representing the worse congestion (extremely high v/c ratio and delay, gridlock conditions).

MIS: (Major Investment Study). When the need for a major metropolitan transportation investment is identified and Federal funds are potentially involved, a major investment (corridor or sub-area) study is undertaken to develop or refine the plan. Upon completion, the MIS aids the area's Metropolitan Planning Organization (MPO), in cooperation with any participating agencies, on the design concept and scope of the investment.

MPO: See RTPA

Multi-Modal: Pertaining to the use of more than one mode of travel such as private vehicles, taxis, bicycles, mass-transit, para-transit, light and heavy rail, ferries, airplanes etc.

NHS: See Route Designation

NTN: See Route Designation

Non-attainment (pertaining to air quality): Identifies non-attainment status for CO (carbon monoxide), Ozone, and PM (particulate matter) within the subject air basin.

Overcrossing: (O/C) See Structures, Types of

PM: (MilePost Marker, Postmile or KP (Kilo Post). An 8" x 48" metal post marker along a State highway indicating a location using the postmile or designation. This is the distance in miles (or kilometers, in the case of Kilo Post measurements) that the given location is from the county line measuring from the south to the north or from the west to the east. Postmiles ascend in the northerly and easterly directions as determined by the route. The PM marker also includes an abbreviation for the County wherein its located (i.e., in Caltrans District 6: FRE = Fresno, KER = Kern, KIN = Kings, TUL = Tulare, MAD = Madera). As such, a PM marker located along SR 99 and displaying "MAD" and "6.25" would indicate that you are currently located in Madera County at a point 6.25 miles north of the Fresno/Madera County Line.

PROJECT PROGRAMMING: Separate programming documents prepared and adopted for somewhat different purposes, are required under State and Federal law. Transportation programming is the public decision making process that sets priorities and funds projects envisioned in long range transportation plans. It commits expected revenues over a multi-year period to transportation projects. Programming schedules high priority capital outlay projects for development and implementation. Programming documents include Federal, State, Regional and Metropolitan Transportation Plans, e.g., FTIP, ITIP, RTIP, SHOPP, STIP.

- **FTIP:** (Federal Transportation Improvement Program). To apply for federal highway funding a Federal statute requires MPOs to complete a Transportation Improvement Program. The MPO prepares the FTIP in cooperation with its member agencies (cities), its transit operators, State and Federal agencies, and with public involvement. The FTIP must by law be financially constrained and include a financial plan that demonstrates how projects can be implemented while the existing transportation system is being adequately operated and maintained. The FTIPs are in actuality a listing of planned Federally funded capital improvements to the regions' transit systems along with associated Federal operating assistance program and Federal Statewide Transportation Improvement Program (FSTIP).
- **ITIP:** (Interregional Transportation Improvement Program). The ITIP is Caltrans' equivalent to the RTIP (Regional Transportation Improvement Program) and consists of STIP projects funded from the Interregional Program share, which is 25% of new STIP funding. Caltrans' ITIP may nominate projects to the STIP only for the Interregional Program. The ITIP should be based on a Strategic Plan for implementing the Interregional Program. The ITIP should describe how proposed projects relate to the Strategic Plan and how the Strategic Plan would implement the California Transportation Commission's objectives. The ITIP includes both State highway and rail projects (potentially including mass transit guideway and grade separation projects).

- **PSR:** (Project Study Report). A pre-programming document required for project inclusion in the STIP.
- **PSSR:** (Project Scope Summary Report). An engineering report used to select candidate projects to be programmed in the State Highway Operation Protection Program (SHOPP). SHOPP funds are used primarily for rehabilitation, resurfacing and safety projects on State highways.
- **RTIP:** (Regional Transportation Improvement Program). After consulting with Caltrans, each Regional Transportation Planning Agency (RTPA) and/or County Transportation Commission (CTC) must prepare and submit an RTIP for regions with urbanized areas. Some urbanized RTPAs coincide with the Federal Metropolitan Planning Organizations (MPOs). Each regional agency is required to adopt and submit its RTIP to the CTC and to Caltrans. The CTC will utilize the RTIP to consider projects to be included in the State Transportation Improvement Program (STIP). The funds are available for a broad array of transportation improvement projects, including improving State highways, local roads, public transit, inter-city rail, pedestrian and bicycle facilities, grade separations, transportation system management, transportation demand management, soundwalls, etc.
- **SAFETEA-LU:** Safe, Accountable, Flexible, Efficient Transportation Equity Act: On August 10, 2005, the President signed into law the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). With guaranteed funding for highways, highway safety, and public transportation totaling \$244.1 billion, SAFETEA-LU represents the largest surface transportation investment in our Nation's history. The two landmark bills that brought surface transportation into the 21st century—the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and the Transportation Equity Act for the 21st Century (TEA-21)—shaped the highway program to meet the Nation's changing transportation needs. SAFETEA-LU builds on this firm foundation, supplying the funds and refining the programmatic framework for investments needed to maintain and grow our vital transportation infrastructure.
- **SHOPP:** (State Highway Operation Protection Program). The SHOPP is a four-year program limited to projects related to State highway safety and rehabilitation. SHOPP funds are for major transportation capital improvements that are necessary to preserve and protect the State highway system. The SHOPP does not include projects that increase capacity. Most of the projects are for pavement rehabilitation, bridge rehabilitation, and traffic safety improvements. Other projects may include such things as operational improvements (e.g., traffic signalization) and roadside rest areas. Caltrans alone has full control of SHOPP funds.
- **STIP:** (State Transportation Improvement Program). Under California law, the STIP and SHOPP (State Highway Operations Protection Program) are the two primary documents through which the CTC commits and allocates funds to particular projects. In the year 2000 and thereafter, the STIP will be a four year plan with updates every two years. The STIP is a capital improvement program of transportation projects funded with revenues from the State Highway Account and other sources on and off the State highway system. The STIP includes a list of transportation projects, proposed in two broad programs, the regional program funded with 75% of new STIP funding and the interregional program funded from 25%. The STIP has two main funding components: the RIP (Regional Improvement Program), prepared by RTPAs and the IIP (Interregional Improvement Program) prepared by Caltrans.

ROW: (Right-of-Way). Denotes the *total*/width allocated for a highway, including shoulders and adjacent land.

RCR: See TCR

Route: The California Legislature establishes the framework for the State Highway System by describing each state roadway in the Streets and Highway Code. This description establishes the official beginning and ending points of a state highway and in some cases intermediate control points.

Route Adoptions: Route Adoptions are needed for the following reasons: (1) any new alignment of an existing legislative route, (2) to establish the location of an unconstructed route, (3) to allow for the conversion of any conventional highway to a freeway or other form of controlled access route, (4) designating a traversable highway and (5) for any temporary alignments along an established state route. Route adoptions are approved by the CTC prior to submission to the FHWA for final approval.

Route Designations: Identifies whether or not the subject segment of a route is designated as being part of a system. Examples of systems include Freeway/Expressway System, Highways of Regional Significance, Interregional Highway System (IRRS), National Highway System (NHS), National Truck Network (NTN), and Terminal Access Route for the National Truck Network, Scenic Highway, or Strategic Highway Network (STRAHNET).

- **Freeway/Expressway System:** The Statewide system of highways declared by the Legislature to be essential to the future development of California. The F&E System has been constructed with a large investment of funds for the ability of control access, in order to ensure the safety and operational integrity of the highways.
- **IRRS: (Interregional Road System)** Caltrans developed an Interregional Road System Plan that identified projects which will provide the most adequate interregional road system to all economic centers in the State. IRRS is a series of Interregional State highway routes, outside the urbanized areas, that provide access to, and links between, the State's economic centers, major recreational areas, and urban and rural regions. Due to the high number of routes and capacity improvements needed on the IRRS, the most critical IRRS routes were identified as *High Emphasis Routes*. High Emphasis Routes are a priority for programming and construction and are critically important to interregional travel and the State as a whole. *Focus Routes* are a subset of the High Emphasis Routes. These routes represent 10 IRRS corridors that should be of the highest priority for completion to minimum facility standard in the 20 year period.
- **Lifeline Routes: (Earthquake Emergency Response)** A Lifeline Route is a route on the State highway system that is deemed so critical to emergency response/life-saving activities of a region or the state that it must remain open immediately following a major earthquake, or for which pre-planning for detour and/or expeditious repair and reopening can guarantee through-movement. The focus is on highly critical routes that allow for the immediate movement of emergency equipment and supplies into a region or through a region.
- **NHS: (National Highway System)** The purpose of the NHS is to provide an interconnected system of principal arterial routes which will serve major population centers, international border crossings, ports, airports, public transportation facilities and other intermodal transportation facilities. Additionally, such highways meet National defense requirements and serve to facilitate interstate and interregional travel. The NHS consists of 155,000 miles, (plus or minus 15 percent), of the major roads in the U.S. Included in the NHS are all interstate routes, a large percentage of urban and rural principal arterial, the defense strategic highway network, and strategic highway connectors.

- **NTN:** (National Truck Network) A list of truck route segments and their truck access designations (such as National Network (NN), Terminal Access, California Legal, Advisory, or Restricted) with each segment's beginning and ending post miles, and beginning and ending cross streets.
- **Regionally Significant:** A transportation corridor that serves regional transportation needs and would normally be included in the modeling of a metropolitan area's transportation network. Such corridors, at minimum, would include all principal arterial highways and all fixed guideway transit facilities located within the region.
- **Scenic Highway:** A highway may be designated scenic depending upon how much of the natural landscape can be seen by travelers, the scenic quality of the landscape, and the extent to which development intrudes upon the traveler's enjoyment of the view. The State Scenic Highway System includes a list of highways that are either eligible for designation as scenic highways or have been so designated. These highways are identified in Section 263 of the Streets and Highways Code. For a highway to be considered *Officially Designated* the local jurisdiction is required to develop and adopt protection measures in the form of ordinances to apply to the area of land within the scenic corridor. Additions and deletions to the list of highways eligible for scenic designation can only be made through legislative action.
- **STAA Truck:** In 1982, the Federal government passed the Surface Transportation Assistance Act (STAA). This act requires states to allow certain longer trucks on a network of Federal highways, referred to as the National Network (NN). A STAA truck is, in many cases, longer than a "California legal" truck, and may operate only on specific highways in California.
- **STRAHNET:** (Strategic Highway Corridor Network) STRAHNET is a National system of public highways that are key elements in U.S. strategic policy. This network provides defense access, continuity, and emergency capabilities for movements of personnel and equipment during both peace time and war. STRAHNET is comprised of about 61,000 miles of highway, including the 45,400-mile system of Interstate and Defense Highways and 15,600 miles of other important public highways. STRAHNET "connectors" (about 1,700 miles) are additional highway routes linking over 200 important military installations and ports to the STRAHNET. Generally, these "connector" routes end at the port boundary or installation gate and are typically used only when moving personnel and equipment during a mobilization or deployment.
- **Terminal Access Route:** Terminal Access (TA) routes are portions of State or local highways that Caltrans or a local government granted access to STAA trucks. The purpose of TA routes is to allow STAA trucks (1) to travel between NN routes, (2) to reach a truck's operating facility, or (3) to reach a facility where freight originates, terminates, or is handled in the transportation process.

Route Numbering: South-north state and interstate routes normally carry odd number designations (e.g. I-5, SR 43, SR 99 etc.) while west-east routes normally carry even number designations (e.g. I-10, SR 58, SR 168 etc.).

RTIP: See Project Programming

RTP: (Regional Transportation Plan) The RTP is a comprehensive 20 year plan for the region, updated every four years by the regional transportation planning agency (RTPA). The RTP includes goals, objectives, and policies and recommends specific transportation improvements.

RTPA: (Regional Transportation Planning Agency) The RTPA is an association of city and county governments created to address regional transportation issues while protecting the integrity and autonomy of each jurisdiction. The RTPA serves as the forum for cooperative decision making by principal elected officials of general local government and is responsible for

the preparation and adoption of a Regional Transportation Improvement Program (RTIP). There are 43 RTPAs in California. In smaller counties, usually the County Transportation Commission; in urban counties, usually the Metropolitan Planning Organization (MPO) is the RTPA. RTPAs produce the RTIPs for the approval of the California Transportation Commission (CTC).

- **MPOs and COGs:** RTPAs can be an MPO (Metropolitan Planning Organization) or a COG (Council of Governments) or all three. Some COGs also serve as MPOs, under Federal transportation rules, and this designation carries considerable power in allocating Federal and State funds for transportation projects. For example, Fresno COG is the MPO for Fresno County.

According to U.S. Code, an MPO is the organization designated by the governor and local elected officials as responsible, together with the State, for preparing a comprehensive transportation plan for both highway and transit modes, with long range (10 – 20 years) and shorter range (five year) elements in an urbanized area (population 50,000 or greater). The major role of the MPO is to foster inter-governmental communications and cooperation, undertake comprehensive regional planning with an emphasis on transportation, provide for citizen involvement in the planning process and provide technical services to the member agencies. MPOs are created by elected officials of counties and their incorporated cities as a means of providing a cooperative body for the discussion and resolution of issues that go beyond their individual boundaries.

State and Federal laws encourage such efforts. In each of these areas, MPOs act as a consensus-builder to develop an acceptable approach on how to handle problems that do not recognize jurisdictional boundaries.

R/U: (Rural *or* Urban location) Areas designated as rural are those lying outside the U.S. Census urban area boundary with a population less than 2,500 (less than 5,000 population for Federal Aid highway purposes). Areas designated as urban are those lying inside the U.S. Census urbanized boundary.

Scenic Highway: See Route Designation

Separation: See Structures, Types of

SHOPP: See Project Programming

SR: (State Route) Highways within the State which are distinctively designed to serve intrastate and interstate travel.

STAA: See Route Designation

STIP: See Project Programming

STRAHNET: See Route Designation

STRUCTURES, Types of

- **Overcrossing:** (O/C) A configuration where the State highway crosses below the grade of a local road.
- **Separation:** (Sep) A configuration where a State highway crosses over a State highway.
- **Undercrossing:** (U/C) A configuration where a State highway crosses above the grade of a local road.
- **Underpass:** A configuration where the State highway crosses below the grade of a railroad line.

TCR: (Transportation Concept Report) Formerly called a Route Concept Report or RCR, this document analyzes a transportation corridor service area, establishes a 20 year transportation planning concept, and identifies modal transportation options and applications needed to achieve the 20 year concepts.

TCRP: (Traffic Congestion Relief Program) The TCRP was enacted as part of AB 2928 (2000). Through the TCRP, the Governor and Legislature allocated \$4.9 billion for projects to relieve congestion, provide safe and efficient movement of goods, improve intermodal connectivity, and make further investments in transit and rail facilities within the State.

Undercrossing: See Structures, Types of

Underpass: See Structures, Types of

UTC: (Ultimate Transportation Corridor) Highest predictable build-out beyond 20 years.

V/C: (Volume/Capacity ratio) A ratio of demand flow rate (volume) to capacity for a traffic facility. Also see Density.

INTELLIGENT TRANSPORTATION SYSTEMS (ITS)

Changeable Message Signs (CMS) / Weather Stations (WS) / Highway Call Boxes (HCB) / Future 511 Traveler Information System

Changeable Message Sign (CMS)

Existing and Proposed
Status - November 2005

EXISTING CHANGEABLE MESSAGE SIGNS					
Element Type	County	Direction	Post Mile	Location	Status
CMS	KER	SB 43	3.70	E OF RTE 5	Existing
PROPOSED CHANGEABLE MESSAGE SIGNS					
Element Type	County	Direction	Post Mile	Location	Status
CMS	All				None Proposed

Weather Stations (WS)

Existing and Proposed
Status - November 2005

EXISTING WEATHER STATIONS					
Element Type	County	Direction	Post Mile	Location	Status
WS	Kings	N/A	1.47	At RTE 137 (Corcoran)	Existing
WS	All Other				None Existing
PROPOSED WEATHER STATIONS					
Element Type	County	Direction	Post Mile	Location	Status
WS	All				None Proposed

Highway Call Boxes (HCB) *

Existing and Proposed
Status - November 2005

EXISTING CALL BOXES					
Element Type & #	County	Direction	Post Mile	Location	Status
CB - 43 - 0012	KER	N/A	1.20	S of I-5	Existing
CB - 43 - 0033	KER	N/A	3.00	1 Mi N of Panama Ln	Existing
CB - 43 - 0053	KER	N/A	5.00	1 Mi S of Stockdale Hwy	Existing
CB - 43 - 0072	KER	N/A	7.18	N of Brimhall Rd.	Existing
CB - 43 - 0112	KER	N/A	11.20	N of Snow Rd.	Existing
CB - 43 - 0126	KER	N/A	13.40	S of San Diego St.	Existing
CB - 43 - 0154	KER	N/A	15.35	N of Riverside Ave.	Existing
CB - 43 - 0202	KER	N/B	20.25	1 Mi S of Dresser Rd.	Existing
CB - 43 - 0203	KER	S/B	20.25	1 Mi S of Dresser Rd.	Existing
CB - 43 - 0222	KER	N/B	22.25	N of Kimberlina Rd.	Existing

CB - 43 - 0223	KER	S/B	22.25	N of Kimberlina Rd.	Existing
CB - 43 - 0265	KER	N/A	26.25	N of McCombs Ave.	Existing
CB - 43 - 0284	KER	N/A	28.50	N of Whistler Rd.	Existing
CB - 43 - 0305	KER	N/A	30.40	At Sherwood Ave.	Existing
CB - 43 - 0324	KER	N/A	32.40	N of Peterson Rd.	Existing
CB - 43 - 0346	KER	N/A	34.40	N of Schuster Rd.	Existing
CB - 43 - 0367	KER	N/A	36.50	N of Garces Hwy.	Existing
CB - 43 - 0383	KER	N/A	37.80	1 Mi S of Tul/Kern Co Line	Existing
PROPOSED CALL BOXES					
Element Type	County	Route	Post Mile	Location	Status
CB	All				None Proposed

* Kern County call boxes are managed by the Kern Motorist Aid Authority. For more information call (661) 861-2191 or visit <http://kerncog.org/projectbrief-kmaa.php>.

511 Traveler Information System

On July 21, 2000, the Federal Communications Commission (FCC) designated 511 as the single travel information telephone number to be made available to states and local jurisdictions across the country. 511 provides information about travel conditions, allowing travelers to make better choices: choice of time, choice of route and choice of mode of transportation. It can also be expanded to provide transit information and rideshare options.

SAFETEA-LU mentions provisions for the 511 system to be implemented at the regional level as the urban metropolitan areas convert their existing traveler systems or establish enhanced 511 services.

Currently, the eight San Joaquin Valley MPOs are considering an offer by the Sacramento Area Council of Governments (SACOG) to expand the SacRegion Travel Information 511-cell phone coverage throughout Central California. Another possible alternative might be to establish a San Joaquin Valley based 511 system or the possible development of 511 access systems by individual counties.

Using any of the above mentioned alternatives would activate the 511 number in the San Joaquin Valley area and add new menu option to provide traveler information for any agency or service provider in the Valley that chose to participate.

Additionally, activation of 511 service in the San Joaquin Valley would continue to allow easy access to the existing Caltrans CHIN 800-427-ROAD road information system wherein travelers can receive up to the minute road conditions on any of our state's highways.

Freeway/Controlled Access Highway Agreements *

COUNTY (Listed South to North)	POST-MILE BACK	POST-MILE AHEAD	AGREEMENT # AND DESCRIPTION (Listed South to North)	JURISDICTION	DATE APPROVED	EXISTING AGREEMENTS
TULARE	21.9	22.7	(TUL-135-A)* Between ¾ mile S of Tulare-Kings Co Line to Tulare-Kings Co Line	Tulare County	10/23/1951	FREEWAY AGREEMENT
KINGS	0.00	2.80	(KINGS-135-B)* Tulare-Kings Co Line to Niles Ave.	Kings County	10/23/1951	FREEWAY AGREEMENT
KINGS	2.80	10.40	(KINGS 135-B)* Niles Ave. to Kansas Ave.	Kings County	9/23/1952	FREEWAY AGREEMENT
KINGS	10.40	18.40	(KINGS-135-A)* Kansas Ave. to State Legislative Route 10 (Now SR-198)	Kings County	7/14/1953	FREEWAY AGREEMENT

* Prior to July 1, 1964, State Route 43 was known within Tulare & Kings counties as State Legislative Route 135.

Kern, Tulare, Kings & Fresno Counties
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Segment # PM From / To	Segment Details
1-5 KERN PM 0.10 - 15.74 Rte 119 (Beginning of Route) to Santa Fe Way, U.B. of Shafter	No transit services are available within these segments.
6-10 KERN PM 15.74 - R24.10 Santa Fe Way, U.B. of Shafter to W. Jct Rte 46	Within these segments the Kern Regional Transit system's "North Kern Express" provides inter-city services between Bakersfield and the cities of Shafter, Wasco, McFarland and Delano. Between Shafter and Wasco the North Kern Express uses Route 43 as its primary roadway.
11-12 KERN PM R24.20 - 38.80 E. Jct Rte 46 to Tulare Co Line	No transit services are available within these segments.
13-14 TULARE PM 0.00 - 22.70 Kern Co Line to Kings Co Line	No transit services are available within these segments.
15-19 KINGS PM 0.00 - 22.30 Tulare Co Line to Fresno Co Line	Transit services are available along Route 43 between Hanford and Corcoran, and between Hanford and Fresno, via the Kings Area Rural Transit (KART). Within the City of Hanford transit services are provided by KART, and within the City of Corcoran, services are provided by the Corcoran Area Transit (CAT). KART operates both fixed route and demand response services. CAT operates demand response services in the Corcoran area.
20-21 FRESNO PM 0.00 - 8.30 Kings Co Line to Rte 99/43 Sep (End of Route)	The Kings Area Rural Transit (KART) operates a twice weekly medical transit service between Hanford and Fresno using Route 43. The Fresno County Rural Transit Agency (FCRTA) operates its Selma Transit within the City of Selma. Selma Transit operates both fixed and demand response services within Selma. Only Selma Transit's demand response services traverse any portion of Route 43.

Kern, Tulare, Kings & Fresno Counties
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Segment # PM From / To	Bicycle Facilities by Segment ^{(1) (2)}
1-2 KERN PM 0.10 - 8.11 Rte 119 (Beginning of Route) to S Jct Rte 58	These segments are <u>open to bicycle travel</u>. Level terrain. <i>No paved shoulder</i>. No direct alternate route currently exists for these two segments.^{(3) (4)} At PM 2.60 the Kern River Bike Trail traverses this route and includes a large access parking lot. <u>Designation</u>: Conventional state highway opened to bicycle travel. No portion of these segments are identified within the 2001 Kern County Regional Bike Plan as a Class 1, 2 or 3 bicycle facility.
3 KERN PM 8.11 - 9.20 S Jct Rte 58 to N Jct Rte 58	This segment is <u>open to bicycle travel</u>. Level terrain. <i>Shoulder width approximately 2'</i>. No alternate route currently exists for this segment ^{(3) (4)} <u>Designation</u>: Conventional state highway opened to bicycle travel. No portion of this segment is identified within the 2001 Kern County Regional Bike Plan as a Class 1, 2 or 3 bike facility.
4-6 KERN PM 9.20 - 16.30 N Jct Rte 58 to 0.1 mi S of Euclid Ave	These segments are <u>open to bicycle travel</u>. Level terrain. <i>Shoulder width approximately 4'</i>. No alternate route currently exists for these two segments.^{(3) (4)} <u>Designation</u>: Conventional state highway opened to bicycle travel. Additionally, the portion from PM 15.25 to 16.30 is <u>identified</u> within the 2001 Kern County Regional Bike Plan as a "planned bike lane or path" - otherwise undesignated.
7-10 KERN PM 16.30 - R25.10 0.1 mi S of Euclid Ave to W Jct Rte 46	These segments are <u>open to bicycle travel</u>. Level terrain. <i>Shoulder width approximately 8'</i>. No alternate route currently exists for these four segments ^{(3) (4)} <u>Designation</u>: Conventional state highway opened to bicycle travel. Additionally, a portion of this route, from PM 16.30 to PM 17.22, is <u>identified</u> within the 2001 Kern County Regional Bike Plan as a "planned bike lane or path" - otherwise undesignated.
11 KERN PM R25.20 - 26.30 E Jct Rte 46 to McCombs Ave, North U.B. of Wasco	This segment is <u>open to bicycle travel</u>. Level terrain. <i>Shoulder width approximately 5'</i>. No alternate route currently exists for this segment.^{(3) (4)} <u>Designation</u>: Conventional state highway opened to bicycle travel. No portion of this segment is identified within the 2001 Kern County Regional Bike Plan as a Class 1, 2 or 3 bicycle facility.
12 KERN PM 26.30 - 38.80 McCombs Ave, North U.B. of Wasco to Tulare County Line	This segment is <u>open to bicycle travel</u>. Level terrain. <i>Shoulder width from PM 26.30 - 29.85 @ 8' and from PM 29.85 - 38.80 @ 5'</i>. No alternate route is currently exists for this segment.^{(3) (4)} <u>Designation</u>: Conventional state highway opened to bicycle travel. No portion of this segment is identified within the 2001 Kern County Regional Bike Plan as a Class 1, 2 or 3 bike facility.

13-14 TULARE PM 0.00 - 22.67 Kern County Line to Kings County Line	These segments are <u>opened to bicycle travel</u>. Level terrain. <i>Shoulder width varies from 0 - 2'</i> No alternate route is currently available for these two segments.^{(3) (4)} <u>Designation:</u> Conventional state highway opened to bicycle travel. Additionally, the Tulare County 2002 Countywide Bike Plan identifies both of these segments as "proposed Class 2 or 3 bikeways".
15-17 KINGS PM 0.00 - 18.20 Tulare County Line to Rte 43/198 Sep	These segments are <u>opened to bicycle travel</u>. Level terrain. <i>Shoulder width 8'</i>. No alternate route is currently available for these two segments.^{(3) (4)} <u>Designation:</u> Conventional state highway opened to bicycle travel. Additionally, the 2001 Kings County Regional Bike Plan identifies these three segments as a "planned bikeway".
18 KINGS PM 18.20 - 22.30 Rte 43/198 Sep to 10 th Ave	This segment are <u>opened to bicycle travel</u>. Level terrain. <i>Shoulder width 2'-3'</i>. Alternate route(s) are currently available for this segment.^{(3) (4)} <u>Designation:</u> Conventional state highway opened to bicycle travel. Additionally, the 2005 Kings County Regional Bike Plan identifies this state route as "...an integral part of the bicycle transportation network..."
19 KINGS PM 22.30 - 27.30 10 th Ave to Fresno County Line	This segment are <u>opened to bicycle travel</u>. Level terrain. <i>Shoulder width 8'</i>. No alternate route currently exists for this segment.^{(3) (4)} <u>Designation:</u> Conventional state highway opened to bicycle travel. Additionally, the 2005 Kings County Regional Bike Plan identifies this state route as "...an integral part of the bicycle transportation network..."
20-21 FRESNO PM 0.00 - 9.30 Kings County Line to Rte 43/99 Sep (End of Route)	These segments are <u>opened to bicycle travel</u>. Level terrain. <i>Shoulder width 6'</i>. No alternate route currently exists for these segments.^{(3) (4)} <u>Designation:</u> Conventional state highway opened to bicycle travel. The 2001 Fresno County General Plan's "Transportation and Circulation Element" lists these segments of Route 43 as a "planned bikeway" for its entire nine mile length through Fresno County.

⁽¹⁾ **Deputy Directive 64 (DD-64) - (Policy)** The Department fully considers the needs of non-motorized travelers (including pedestrians, bicyclists and persons with disabilities) in ALL programming, planning, maintenance, construction, operations and project development activities and products. This includes incorporation of the best available standards in all of the Department's practices..."

⁽²⁾ **PDPM - Chapter 31** (Non-motorized Transportation Facilities) Section 1 - General - Introduction
 "... State and federal laws require Caltrans to promote and facilitate increased use of non-motorized transportation. The purpose of this chapter is to outline pertinent statutory requirements, planning policies, and implementing procedures regarding non-motorized transportation facilities."

⁽³⁾ **Streets and Highway Code - Section 888** - "The department shall not construct a state highway as a freeway that will result in the severance or destruction of an existing major route for non-motorized transportation traffic and light motorcycles, unless it provides a reasonable, safe, and convenient alternate route, or such a route already exists."

⁽⁴⁾ **California Vehicle Code - Section 21960 (Bikes & Pedestrians on Freeways)** (a) The Department of Transportation and local authorities [i.e. acting together - not separately], [may] by order, ordinance, or resolution, with respect to freeways, expressways ... prohibit or restrict the use of the freeways, expressways, or any portion thereof by pedestrians, bicycles or other non-motorized traffic..."

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Segment (s) PM From / To	Pedestrian Facilities by Segment ^{(1)(2) (3)(4)}
1-21 Kern, Tulare, Kings & Fresno County All Segments	Pedestrian and ADA concerns on Route 43, such as the installation of crosswalks, sidewalks, ramps, curb cuts, hand railings and pedestrian activated signal heads etc., will primarily be found near this route's populated areas. Those areas are: <u>Kern County</u> - from approximately PM 8.11 to approximately PM 9.16 (the area between the SR-58 south and north junctions); from PM 12.20 to 12.80 (an unnamed and unincorporated semi-urban residential area); from PM 15.75 [Santa Fe Way] to PM 18.15 [Mayer Ln.](i.e City of Shafter) and from PM 23.10 [Jackson Ave.] to PM 25.18 [SR-46 Jct](i.e City of Wasco). <u>Tulare County</u> - no current populated areas exist along this route. <u>Kings County</u> - from approximately PM 20.95 [Fargo Ave] to PM 22.43 [Flint Ave] (eastern boundary City of Hanford). <u>Fresno County</u> - from PM 8.15 [Nebraska Ave] to PM 9.35 [Jct SR-99/end of route](i.e. City of Selma). Additional areas of ADA and pedestrian concern may arise between Kings PM 0.00 [County Line] and Kings PM 3.00 [Santa Fe Ave] (i.e. City of Corcoran) and between Kings PM 18.20 [Jct SR-198] and Kings PM 22.43 [Flint Ave](i.e. eastern boundary City of Hanford) should urban development within these two cities progress in the direction of this route. The remainder of this route is very rural with few, if any, pedestrian or ADA concerns to be addressed at this time.

⁽¹⁾ **Deputy Directive 64 (DD-64) - (Policy)** The Department fully considers the needs of non-motorized travelers (including pedestrians, bicyclists and persons with disabilities) in ALL programming, planning, maintenance, construction, operations and project development activities and products. This includes incorporation of the best available standards in all of the Department's practices..."

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