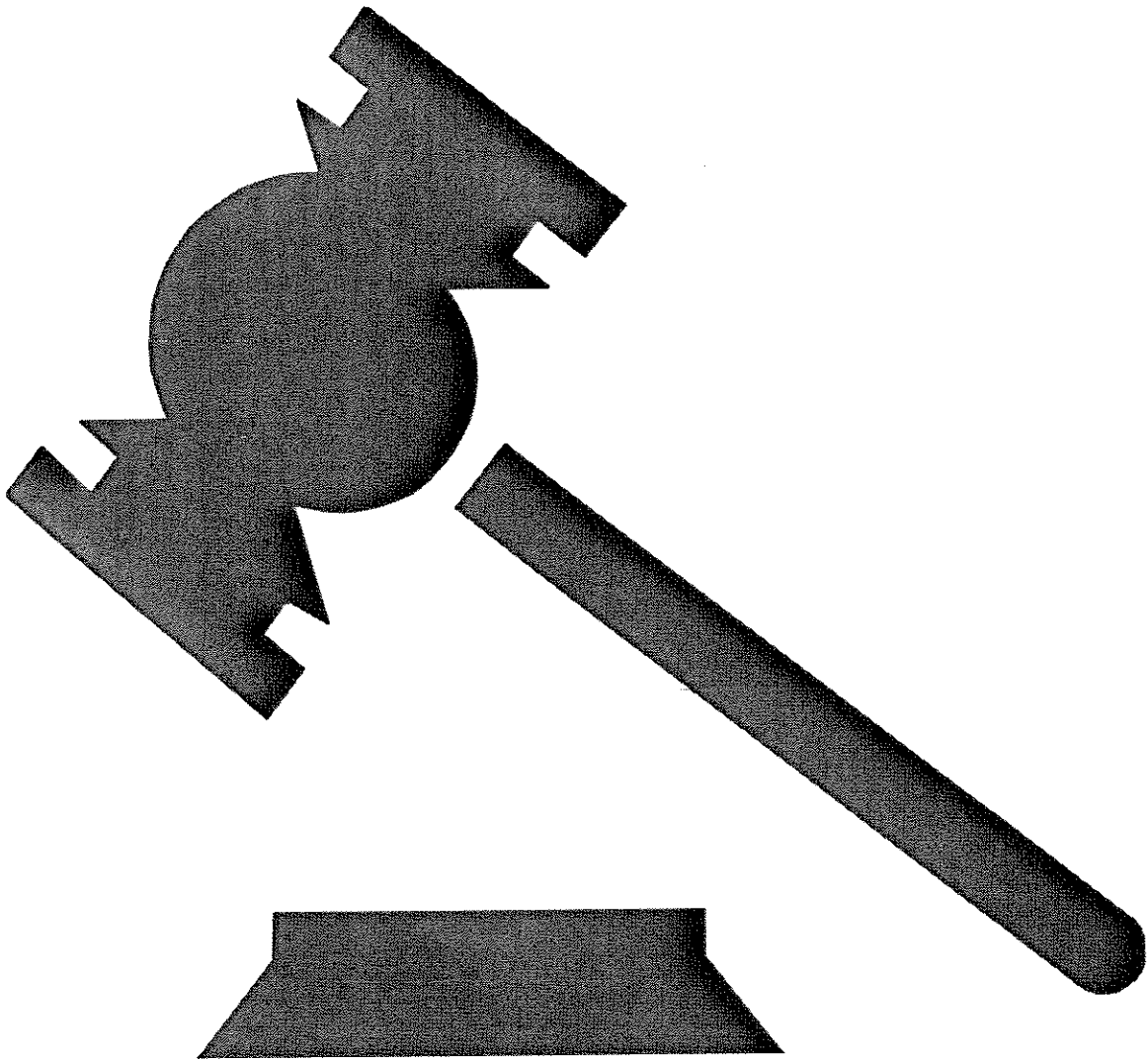




***TRANSPORTATION
ACTION/DISCUSSION ITEMS
AGENDA ITEM III. B.***

BEFORE THE
COUNCIL OF FRESNO COUNTY GOVERNMENTS
RESOLUTION NO. 2008-47

In the Matter of:

(	SUPPORT FOR SR 180 EAST
(	HIGHWAY EXTENSION PROJECT
(	FOR STATE AND LOCAL
(	PARTNERSHIP PROGRAM FUNDING
)	
(	RESOLUTION OF SUPPORT
(	FOR SR 180 EAST HIGHWAY
(	EXTENSION PROJECT AS
(	PRIORITY PROJECT
(	FOR FUNDING THROUGH THE
(	STATE AND LOCAL
)	PARTNERSHIP PROGRAM

WHEREAS, the Council of Fresno County Governments (Fresno COG) is the state designated Regional Transportation Planning Agency and the federally designated Metropolitan Planning Organization for the Fresno County region. Fresno COG, along with the city and county governments within the region, is a consensus builder developing programs and solutions to a variety of issues impacting Fresno County residents, and;

WHEREAS, in Fresno County, the State Route 180 East Highway Extension Project from Temperance to Academy Avenues has been identified in the Measure C Expenditure Plan as a top priority project for funding through the voter-approved local transportation sales tax measure and is considered a shelf-ready project, and;

WHEREAS, Proposition 1B enacted in 2006, will provide \$1 Billion in grants to self-help counties to leverage local funds derived from voter-approved local transportation sales tax measures to fund a variety of transportation capitol projects typically funded through local voter-approved expenditure plans, and;

WHEREAS, The Measure C Expenditure Plan has reserved approximately \$31 million in revenues for the purpose of providing the local match for the State Route 180 East Highway Extension Project from Temperance to Academy Avenues as required through the State and Local Partnership Program;

WHEREAS, The Fresno County Transportation Authority is responsible for nominating projects to the California Transportation Commission for State and Local Partnership Program funding.

NOW, THEREFORE, BE IT RESOLVED Fresno COG supports the SR 180 East Highway Extension Project from Temperance to Academy Avenues as the priority project for recommendation to the Fresno County Transportation Authority for funding through the State and Local Partnership Program.

THE FOREGOING RESOLUTION was passed and adopted by the Council of Fresno County Governments this 20th day of November, 2008.

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST:

Signed:

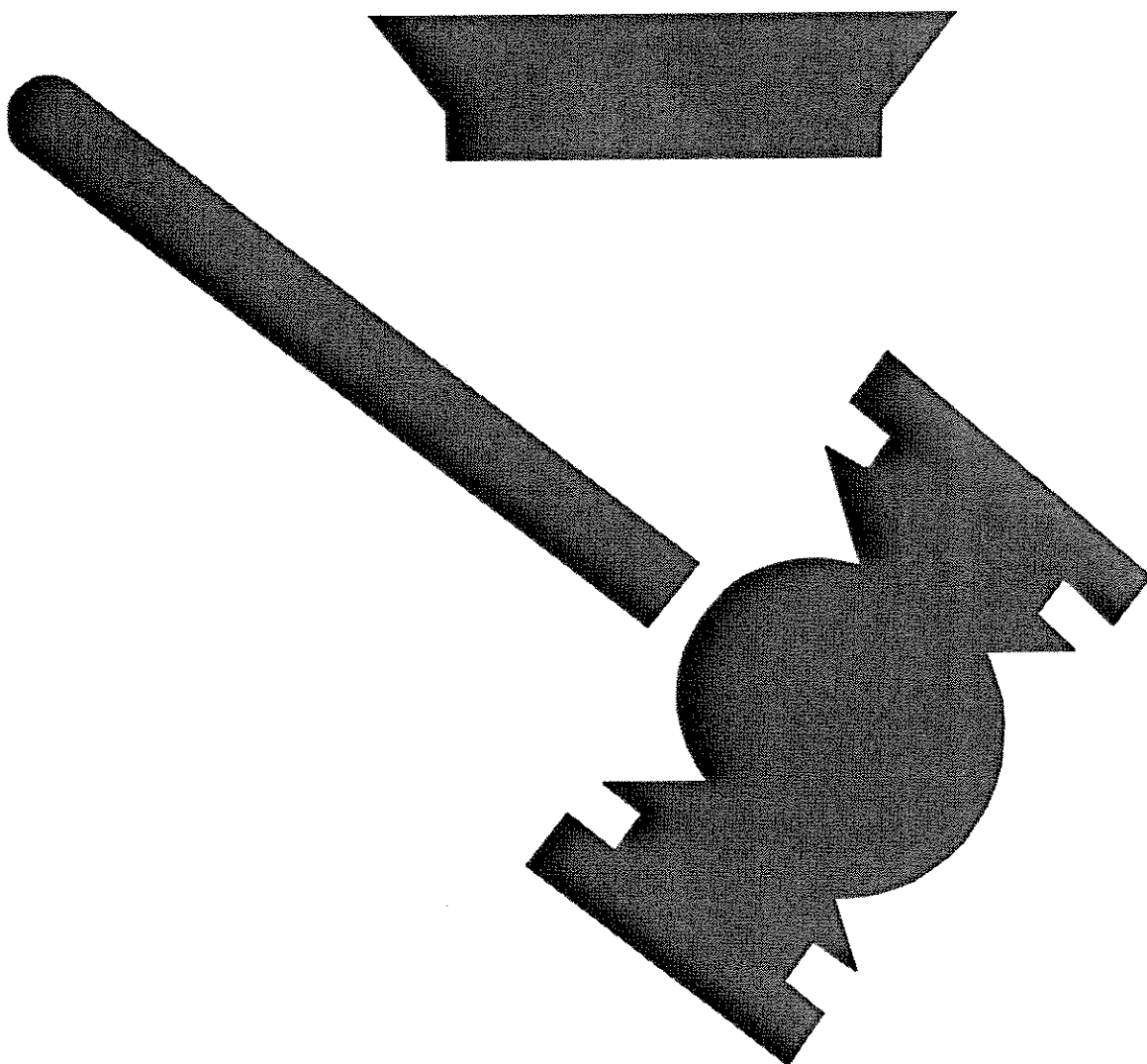
Trinidad M. Rodriguez, Chairman

I hereby certify that the foregoing is a true copy of a resolution of the Council of Fresno County Governments duly adopted at a regular meeting thereof held on the 20th day of November, 2008.

Signed:

Tony Boren, Executive Director

***TRANSPORTATION
ACTION/DISCUSSION ITEMS
AGENDA ITEM III. E.***



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

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

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

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

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