

# Fresno Council of Governments'

## 2014 Sustainable Communities Strategy

### ARB Staff Technical Evaluation

January 29, 2015

California Environmental Protection Agency  
 **Air Resources Board**

# SB 375 Roles

## ▶ ARB Roles

- Set regional GHG reduction targets
- Review the GHG target determinations by MPOs
- Either accept or reject an MPO's determination

## ▶ Metropolitan Planning Organization (MPO) Roles

- Develop a Sustainable Communities Strategy (SCS) as part of a Regional Transportation Plan (RTP)
- Submit the SCS with GHG quantification to ARB

## ▶ Local governments

- Implement the SCS policies through local actions

# 2014 RTP/SCS

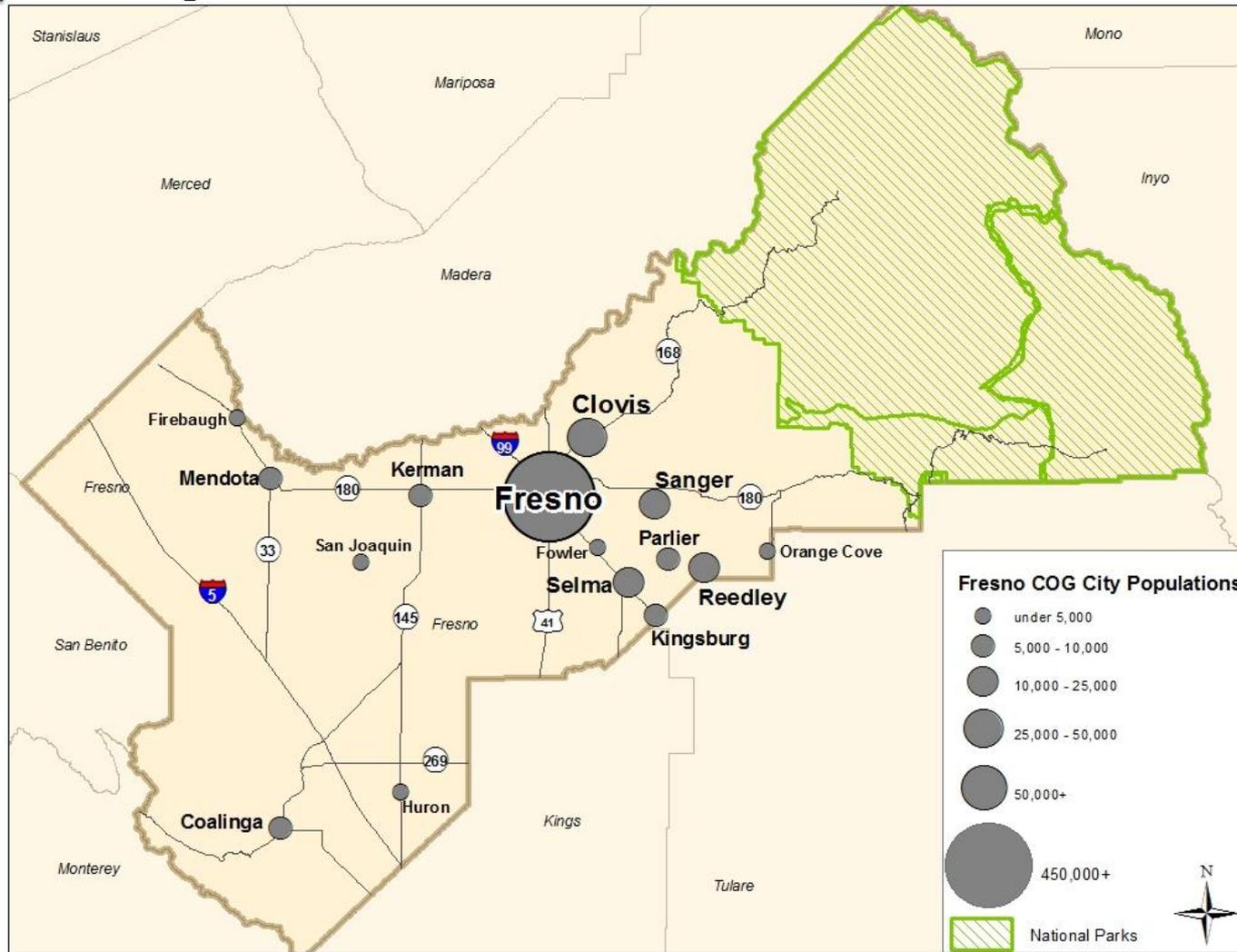
- ▶ Fresno COG's 2014 SCS changes the region's historic growth pattern
  - Inward growth paired with transit and active transportation investments
  - Reduced development footprint
- ▶ The SCS reflects policies in recently updated local general plans

# Fresno County

- ▶ Primarily an agricultural county
- ▶ Current population 952,000—to grow by 40% by 2040
- ▶ 15 Cities— Fresno and Clovis are the largest
- ▶ Historic pattern of low density, dispersed development



# City Population



# 2014 SCS Overview

- ▶ More compact infill development
- ▶ More multi-family housing
- ▶ Less emphasis on road capacity expansion
- ▶ More emphasis on transit, bicycle, and pedestrian infrastructure

# Key Strategies in the 2014 SCS

- ▶ Majority of new growth in Fresno–Clovis area
- ▶ Increased infill development reduces trip distances
- ▶ More transportation options
  - Five Bus Rapid Transit lines in Fresno
  - Over 500 miles of new bike lanes
  - 120 miles of new sidewalks
- ▶ Transportation demand measures such as carpooling and vanpooling

# Development is Becoming More Compact



*1612 Fulton– Live/ Work Lofts*



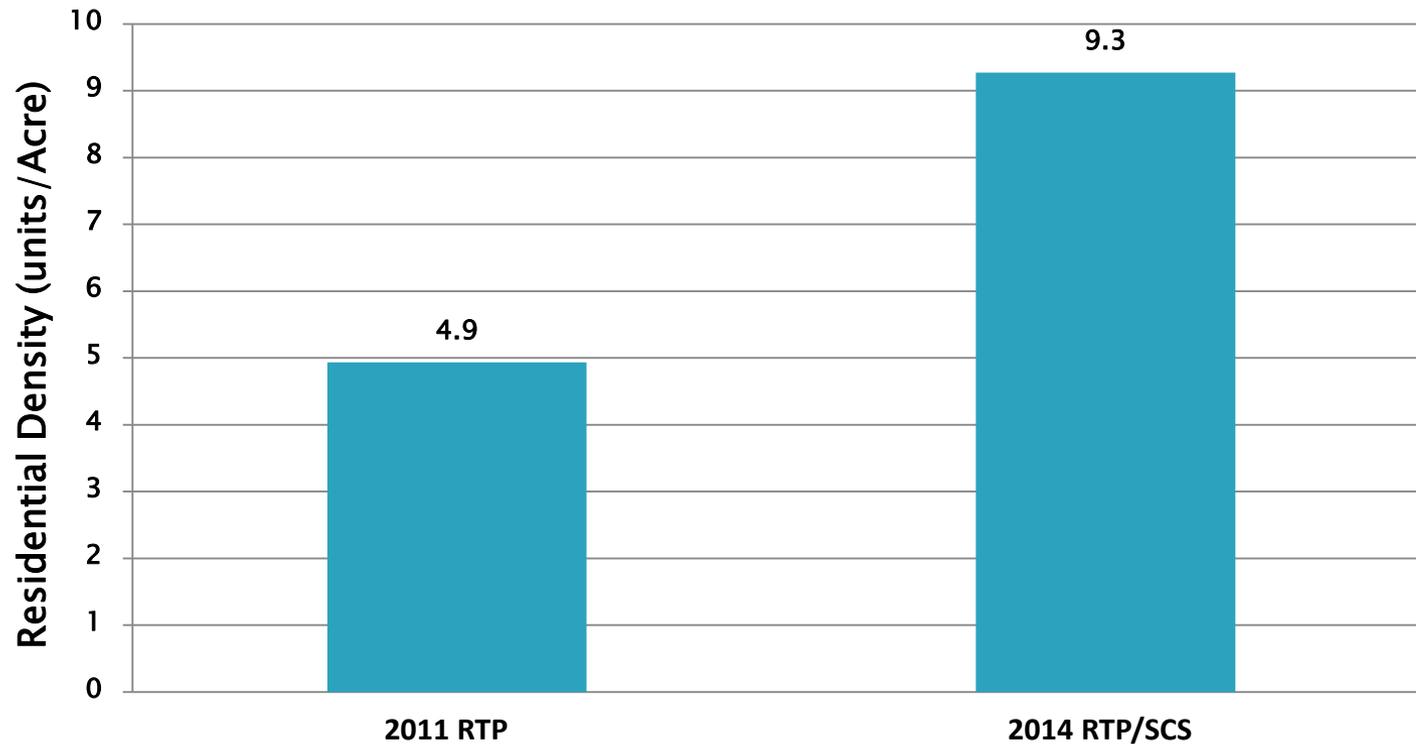
*City View at Van Ness– Mixed Use*



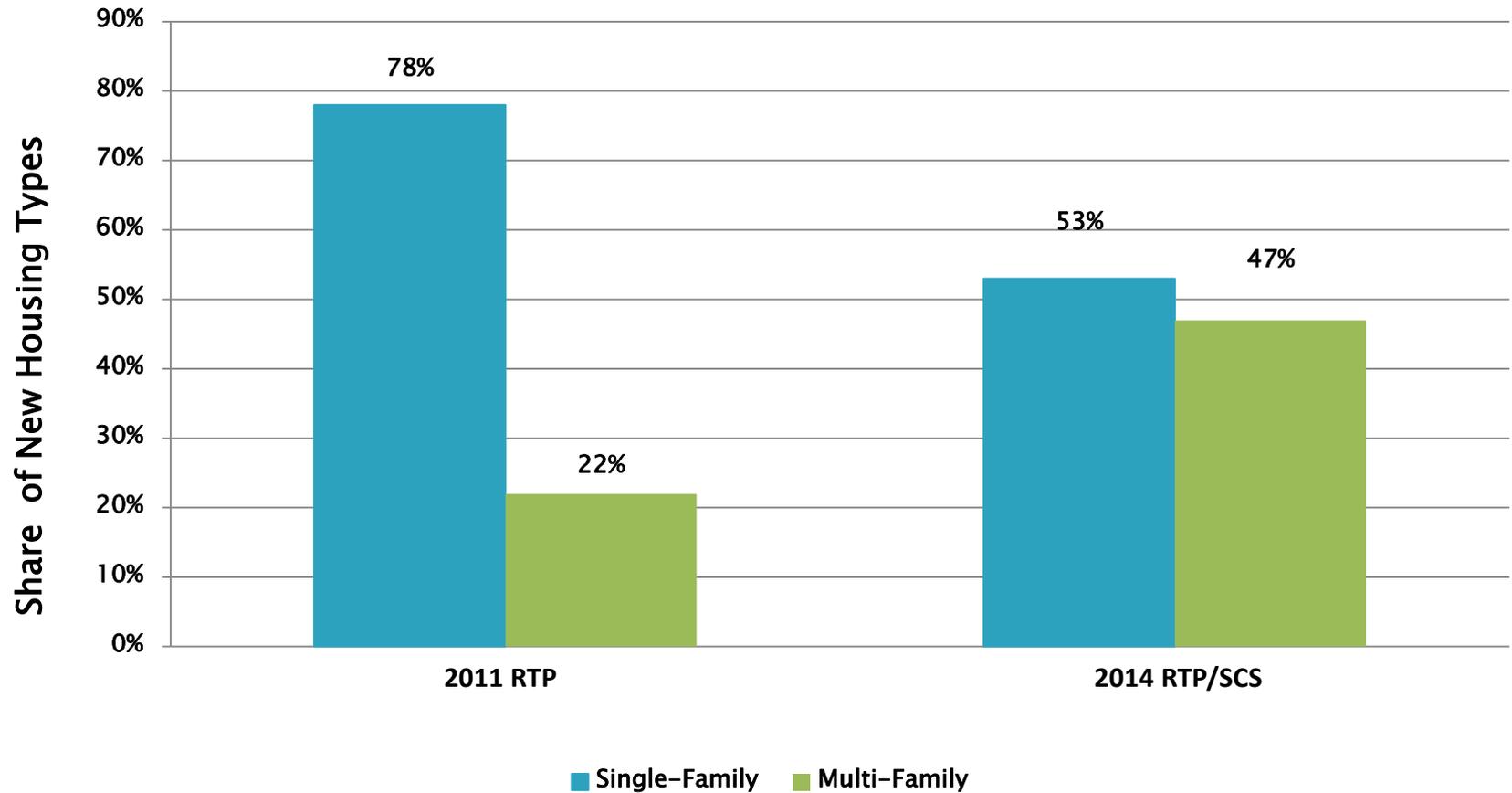
*Marion Villas Apartments*

# Technical Performance and Evaluation

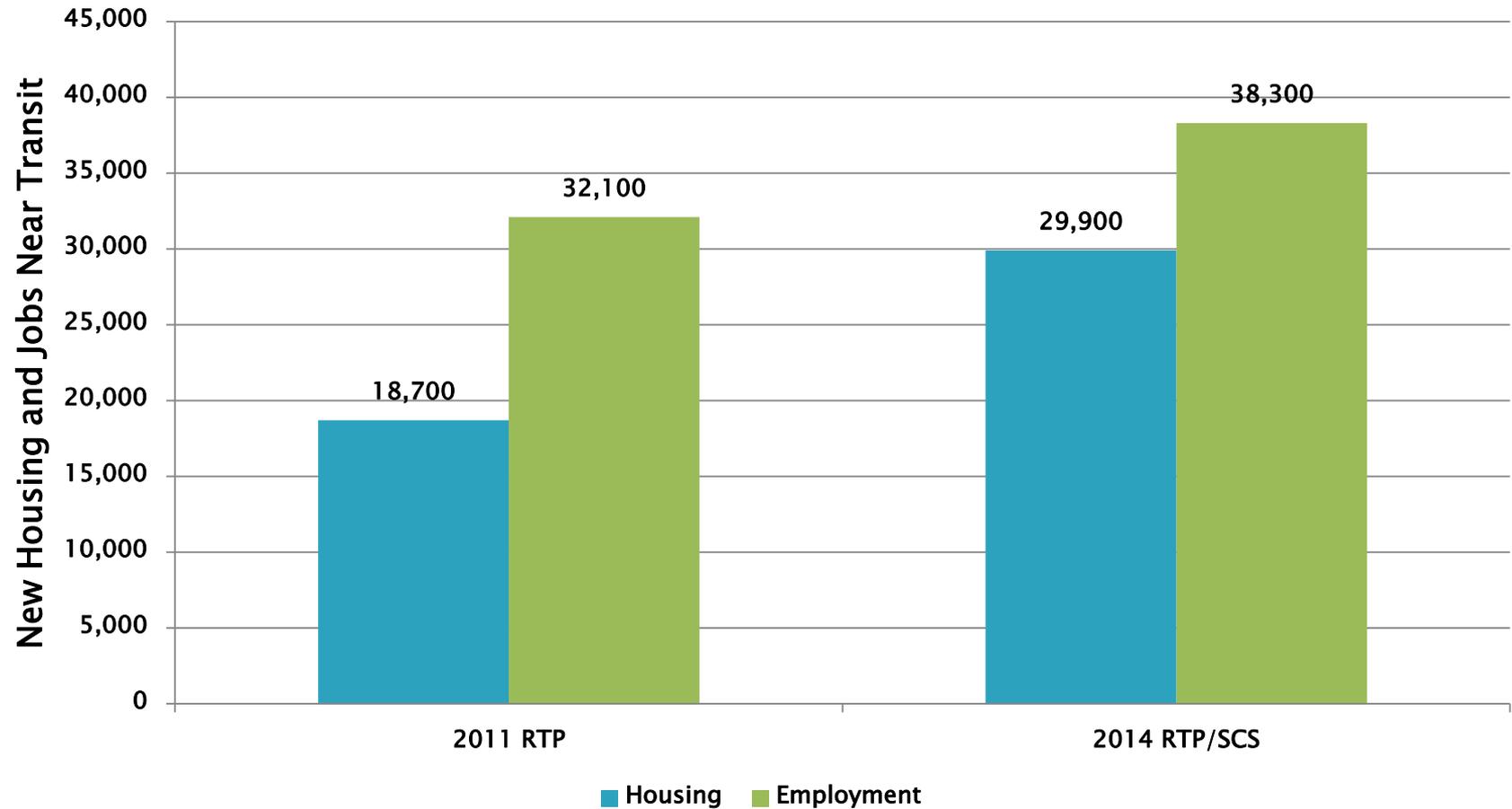
# Residential Density Increase



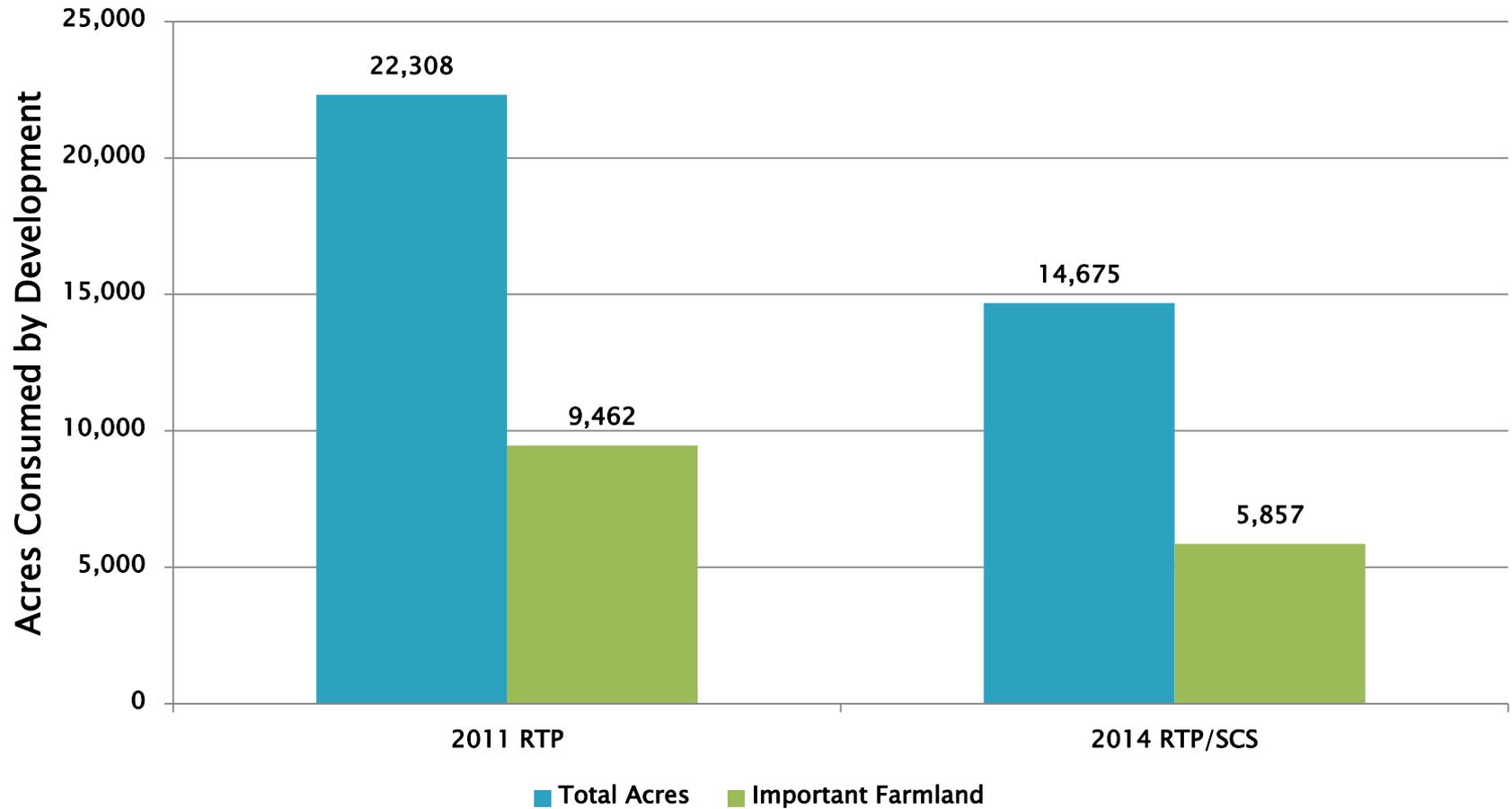
# Multi-family Housing Increase



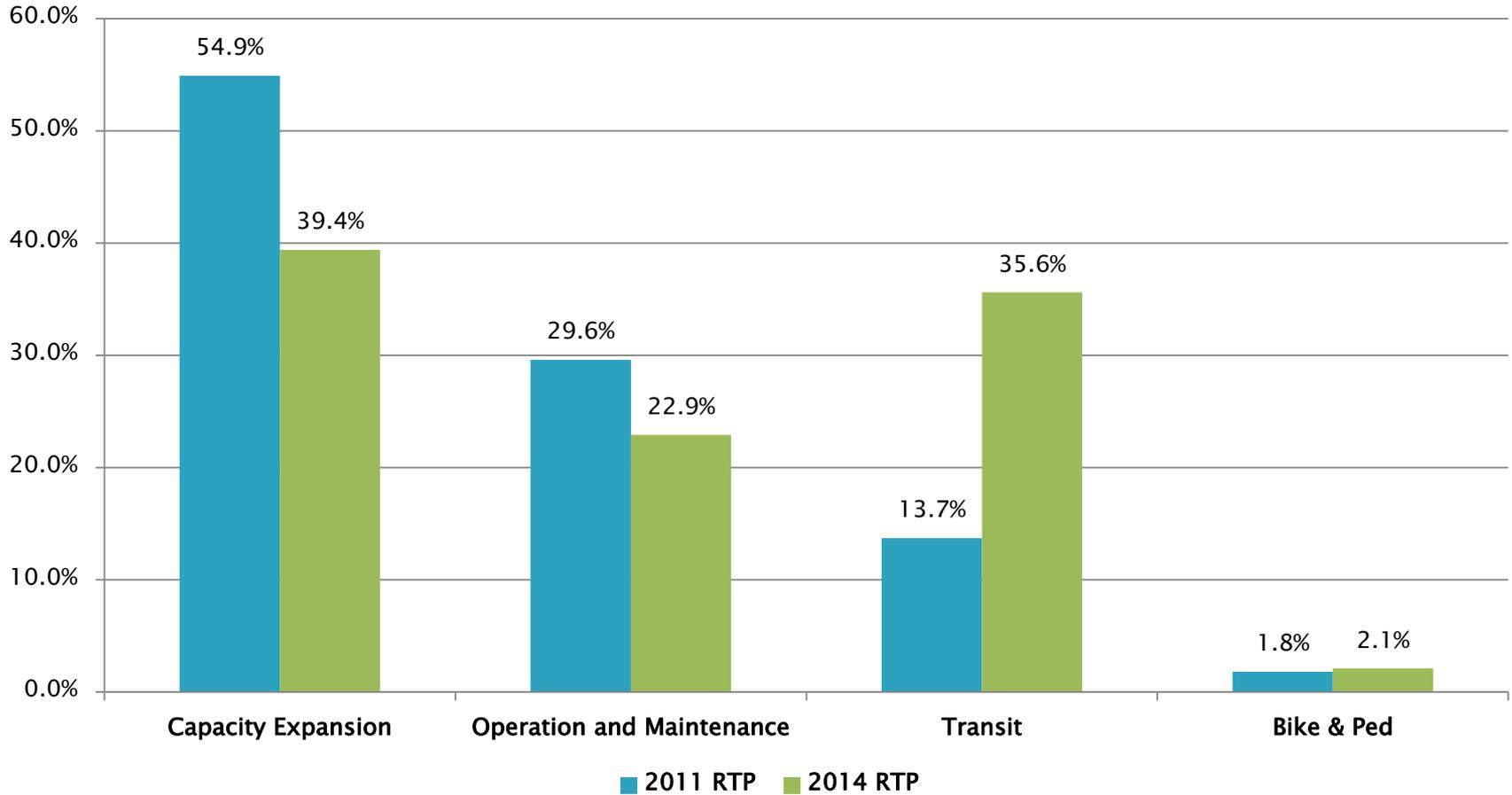
# More Housing and Jobs Near Transit



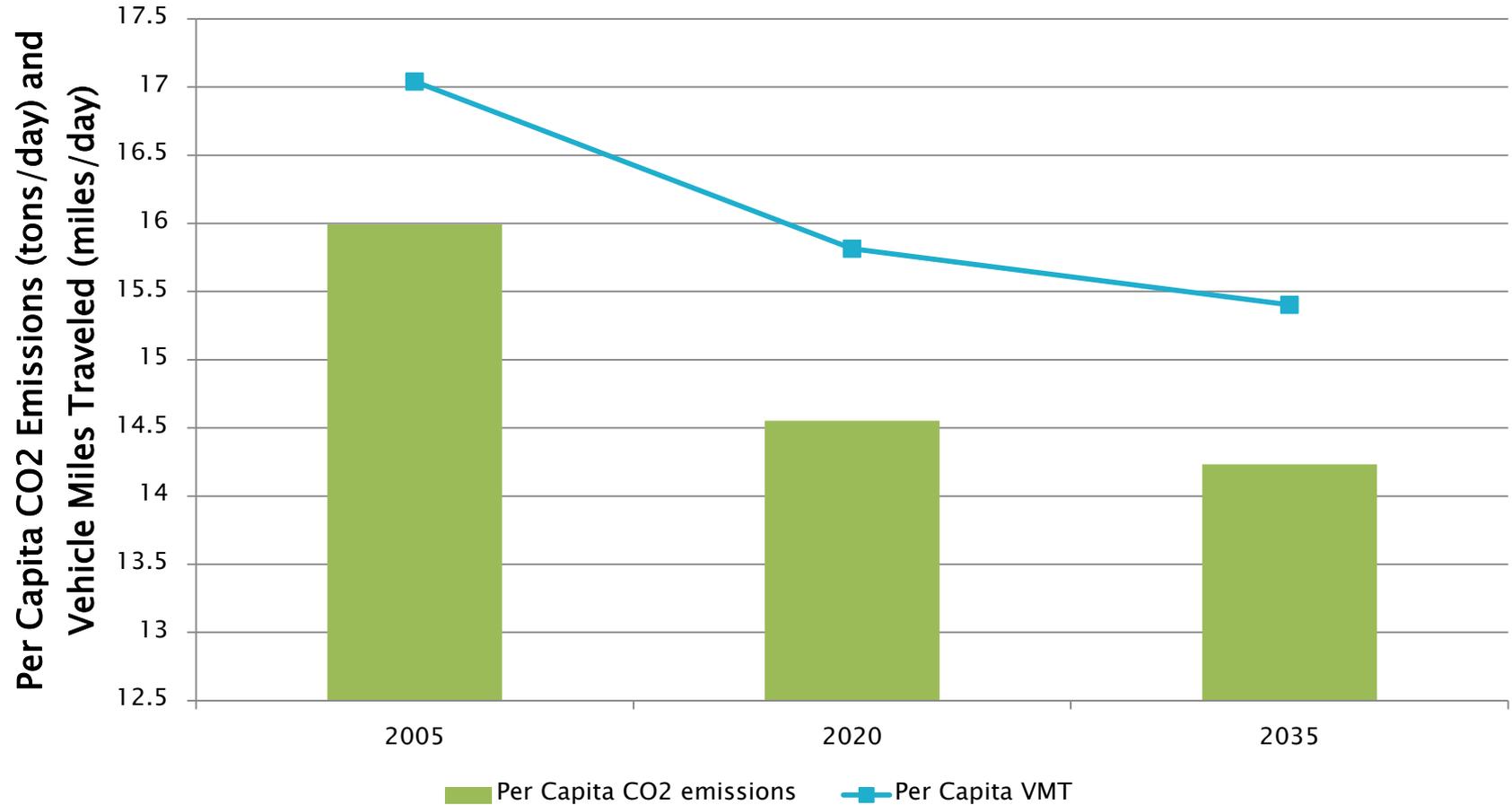
# Less Acres of Land Consumed



# Greater Investment in Transit and Active Transportation



# Per Capita VMT and CO2 Emissions Decrease Through 2035



# Modeling Tools

- ▶ Travel model is similar to other MPOs (Cube platform)
- ▶ Envision Tomorrow was used to evaluate alternative land use patterns
- ▶ Used off-model tools where the travel model was not sensitive to SCS strategies

# Model Inputs and Assumptions

- ▶ Staff reviewed key input assumptions including
  - Demographics and growth forecast
  - Current and future land use
  - Transportation network
  - Auto operating cost
- ▶ Fresno COG assumptions are comparable to those of other MPOs

# Model Sensitivity

- ▶ ARB and COG staff collaborated on designing and running five sensitivity tests
  - Auto operating cost
  - Transit frequency
  - Residential density
  - Proximity to transit
  - Household income

# Recommendation

- ▶ Staff recommends that the Board accept Fresno COG's determination that its 2014 RTP/SCS, if implemented, would meet the region's per capita GHG reduction targets for 2020 and 2035.