MPO Follow-up Questions

1. If you were to fully account for the impact of the recession in your region, how would the % reductions in GHG/capita numbers change for each scenario in 2020?

   Not applicable. The Fresno County target reductions fully reflect the economic downturn in the region.

   a. In what ways has the economy affected your region (e.g. population, jobs, unemployment, new development, foreclosures, vacancy rates, etc.)?

      As with most regions in California and the nation, the recession has caused the
      - slowing of Fresno County population and jobs growth rates and construction activity
      - increase in unemployment and foreclosure rates

   b. If you have already included the impact of the recession, where is it reflected in your scenario data?

      Reduced population, households and employment are included in all the alternative scenarios.

2. What factors cause the reductions in 2020 to be different from 2035, and where do they show up in your data?

   The reductions to 2020 are higher than the reductions to 2035 due to the pattern and timing of growth expected in the future, and reflected in the socio-economic input to our transportation model. From 2005 to 2020, new development in the Fresno-Clovis metropolitan area will occur closer to the city centers. This is due to the cities' commitment to encourage infill and discourage "leapfrog" development. In addition, during requests for sphere of influence expansions, the metropolitan cities agreed to delay the complete development of some outer areas until inner areas had been filled. After 2020, development is expected to move outward, increasing trip lengths, VMT and GHG emissions.

3. What model improvements or additional policies are you considering that were not used in developing the scenarios?
   a. How will they impact the direction and/or magnitude of change?

   The San Joaquin Valley COGs including Fresno COG have proposed a range of model improvements, both short-term and long-term, to meet the requirement of SB375. The Strategic Growth Council has committed $2.5 million of Prop. 84 money to fund such improvements. A consultant team has been hired to recommend a scope of work for a short term model improvement plan and a

preliminary long term plan. Please refer to the San Joaquin Valley Prop. 84 Grant Application for more details: http://www.fresnocog.org/document.php?pid=377.

4. Have the sensitivities of your model changed since the 2009 Model Evaluation Survey conducted for RTAC? If yes, please explain why. (i.e., are you using any new models or postprocessors to develop your scenarios that were not evaluated during the RTAC Survey?)

   The sensitivities of Fresno COG's model have not changed since the 2009 RTAC Survey. However, the model was supplemented by a 4D process during the target setting process, while no 4D was included in the data submitted to the RTAC Survey in 2009.

5. Did you add, remove, or change the level of deployment of any transportation projects or programs in your scenarios? If so, what type of projects or programs?

   -Shaw Ave. BRT was added in Alternative 2 in 2035.
   -Operational improvement to existing transit was modeled in 2035 for both Alternative 1 and Alternative 2.
   -the San Joaquin Valley Air Pollution Control District Rule 9410, an employer-based trip reduction program, was modeled for 2020 and 2035 for both Alternative 1 and Alternative 2. Deployment level remains the same for 2020 and 2035 and between the two alternative scenarios.

6. Please provide calculations of Vehicle Miles Traveled per capita as well as Greenhouse Gas Emissions per capita in reporting results of the evaluation of your adopted RTP and alternative scenarios.

Per Capita VMT from Cars & Light Trucks

	2005	2020	2035
Approach 1			
Baseline	17.16	17.08	17.30
Alt 1		16.37	16.75
Alt 2		16.24	16.73
Approach 2			
Baseline	17.65	17.60	17.84
Alt 1		16.83	17.26
Alt 2		16.71	17.24
Approach 3			
Baseline	19.55	19.49	19.97
Alt 1		18.72	19.39
Alt 2		18.60	19.38

Per Capita GHG (pounds/day)

	2005	2020	2035
Approach 1			
Baseline	16.07	15.74	16.00
Alt 1		15.04	15.409
Alt 2		14.95	15.406
Approach 2			
Baseline	16.62	16.33	16.59
Alt 1		15.58	15.981
Alt 2		15.49	15.979
Approach 3			
Baseline	18.49	18.17	18.94
Alt 1		17.42	18.634
Alt 2		17.34	18.322