

Performance Criteria/Indicator		Scenario Results			
Indicator	Definition	Scenario A	Scenario B	Scenario C	Scenario D
Quality of Life					
Premature deaths prevented	Number of premature deaths prevented estimated by ITHIM model	17 premature deaths prevented	21 premature deaths prevented	16 premature deaths prevented	17 premature deaths prevented
Transportation					
Vehicle Miles Traveled (VMT)	Total VMT and per capita VMT reduction against 2005	Total VMT: 23,237,196 Per capita VMT: 18.5 Per capita % reduction: -9.1%	Total VMT: 22,965,757 Per capita VMT: 18.2 Per capita % reduction: -10.1%	Total VMT: 23,417,728 Per capita VMT: 18.6 Per capita % reduction: -8.4%	Total VMT: 23,197,667 Per capita VMT: 18.4 Per capita % reduction: -9.2%
Active transportation and transit travel	Weekday person trips by transit, walk and bike modes	Transit: 109,648 trips Walk: 400,098 trips Bike: 79,025 trips	Transit: 111,138 trips Walk: 402,118 trips Bike: 79,856 trips	Transit: 109,401 trips Walk: 398,512 trips Bike: 78,501 trips	Transit: 109,584 trips Walk: 399,274 trips Bike: 78,867 trips
Average travel time for environmental justice areas	Average AM and PM peak travel time for environmental justice areas by car and transit	AM Peak Car: 16.2 minutes AM Peak Transit: 30.9 minutes PM Peak Car: 16.9 minutes PM Peak Transit: 30.7 minutes	AM Peak Car: 16.1 minutes AM Peak Transit: 30.9 minutes PM Peak Car: 16.8 minutes PM Peak Transit: 30.7 minutes	AM Peak Car: 16.3 minutes AM Peak Transit: 30.9 minutes PM Peak Car: 17.0 minutes PM Peak Transit: 30.8 minutes	AM Peak Car: 16.1 minutes AM Peak Transit: 30.9 minutes PM Peak Car: 16.9 minutes PM Peak Transit: 30.7 minutes
Air Quality					
Greenhouse Gas emission reduction	Per capita greenhouse gas reduction against 2005	2035: -13.22%	2035: -14.21%	2035: -12.55%	2035: -13.35%
Criteria pollutants emissions	Tons of pollutants released per a typical day : Carbon Monoxide, Nitrogen Oxide, Particulate Matter 10, and Particulate Matter 2.5	Carbon Monoxide: 19 tons Nitrogen Oxide: 12 tons Particulate Matter 10: 7.6 tons Particulate Matter 2.5: 0.8 tons (All pass conformity)	Carbon Monoxide: 19 tons Nitrogen Oxide: 12 tons Particulate Matter 10: 7.6 tons Particulate Matter 2.5: 0.8 tons (All pass conformity)	Carbon Monoxide: 19 tons Nitrogen Oxide: 12 tons Particulate Matter 10: 7.7 tons Particulate Matter 2.5: 0.8 tons (All pass conformity)	Carbon Monoxide: 19 tons Nitrogen Oxide: 11.9 tons Particulate Matter 10: 7.7 tons Particulate Matter 2.5: 0.8 tons (All pass conformity)
Land Use					
Important farmland consumed	Total acres of important farmland (prime, unique and of statewide importance) consumed due to new growth.	38.2 acres	10.5 acres	68.0 acres	38.2 acres
Residential density	Average housing units per acre of <u>new growth</u>	7.4 Housing Units per acre	7.7 Housing Units per acre	7.4 Housing Units per acre	7.4 Housing Units per acre
Transit-oriented development	Share of the region's growth in households and employment within half-mile of Bus Rapid Transit (BRT)	Housing Units: 24% Employment: 36%	Housing Units: 25% Employment: 37%	Housing Units: 23% Employment: 34%	Housing Units: 24% Employment: 36%
Housing Mix	Percentage of housing by types	Single Family: 55% Town Homes: 6% Multi-family: 39%	Single Family: 53% Town Homes: 6% Multi-family: 41%	Single Family: 54% Town Homes: 6% Multi-family: 40%	Single Family: 55% Town Homes: 6% Multi-family: 39%
Scenario Summaries →		<ul style="list-style-type: none"> • Meets the recommended GHG reduction target (13%) • Highest investment in road maintenance and active transportation; lower investment in expanded roadway capacity; all transit projects funded • Assumes balanced Countywide growth 	<ul style="list-style-type: none"> • Exceeds the recommended GHG reduction target (14%) • Highest investment in road maintenance and active transportation; lower investment in expanded roadway capacity; all transit projects funded • Assumes more growth in Fresno-Clovis Metro Area 	<ul style="list-style-type: none"> • Meets the recommended GHG reduction target (13%) • Highest investment in road maintenance and active transportation; lower investment in expanded roadway capacity; all transit projects funded • Assumes more growth in small cities and rural communities 	<ul style="list-style-type: none"> • Meets the recommended GHG reduction target (13%) • High investment in road maintenance; moderate investment in expanded roadway capacity and active transportation; all transit projects funded • Assumes balanced Countywide growth
		<ul style="list-style-type: none"> • Moderately aggressive land-use strategies (lowest residential density and multi-family development) - identical to Scenario D • Significant improvement in farmland conservation 	<ul style="list-style-type: none"> • Most aggressive land-use strategies (highest projections for residential density, multi-family, and mixed-use development) • Vast improvement in farmland conservation 	<ul style="list-style-type: none"> • More aggressive mixed-use and multi-family strategies • Improvement in farmland conservation 	<ul style="list-style-type: none"> • Moderately aggressive land-use strategies (lowest residential density and multi-family development) - identical to Scenario A • Significant improvement in farmland conservation

The Sustainable Communities Strategy (SCS) works to find the right combination of land use and transportation strategies to comfortably accommodate our future residents while minimizing greenhouse gas emissions.

