

| 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 → | | • Meets the recommended GHG reduction target (13%) | • Exceeds the recommended GHG reduction target (14%) | • Meets the recommended GHG reduction target (13%) | • Meets the recommended GHG reduction target (13%) |
| | | • <i>Highest investment in road maintenance and active transportation; lower investment in expanded roadway capacity; all transit projects funded</i> | • <i>Highest investment in road maintenance and active transportation; lower investment in expanded roadway capacity; all transit projects funded</i> | • <i>Highest investment in road maintenance and active transportation; lower investment in expanded roadway capacity; all transit projects funded</i> | • <i>High investment in road maintenance; moderate investment in expanded roadway capacity and active transportation; all transit projects funded</i> |
| | | • Assumes balanced Countywide growth | • Assumes more growth in Fresno-Clovis Metro Area | • Assumes more growth in small cities and rural communities | • Assumes balanced Countywide growth |
| | | • Moderately aggressive land-use strategies (lowest residential density and multi-family development) - identical to Scenario D | • Most aggressive land-use strategies (highest projections for residential density, multi-family, and mixed-use development) | • More aggressive mixed-use and multi-family strategies | • Moderately aggressive land-use strategies (lowest residential density and multi-family development) - identical to Scenario A |
| | | • Significant improvement in farmland conservation | • Vast improvement in farmland conservation | • Improvement in farmland conservation | • 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.

