



November 19, 2013

Mayor Amarpreet Dhaliwal, Chair
Fresno Council of Governments
2035 Tulare Street Suite 201
Fresno, CA 93721

Subject: Public Health Support for Scenario D

Dear Chairman Dhaliwal:

On behalf of the undersigned health and medical and consumer advocacy organizations, we are writing to voice our support for the Fresno Council of Governments (COG) to select Scenario D as the healthiest foundation for its 2014 Sustainable Communities Strategy (SCS) under Senate Bill 375. As COG members consider a variety of scenarios for future growth, it is critical to underscore that these planning decisions are ultimately decisions that affect the health and well-being of Fresno County residents.

The public health community is unified in support of healthier, more sustainable growth patterns for Fresno County to reduce smog, soot and greenhouse gases as well as the chronic illnesses associated with limited transportation choices and automobile dependency. Because of Senate Bill 375 (SB 375), the region's leaders have the opportunity to envision how to achieve this healthier future with communities that are more resilient to climate, economic and other impacts. As you go through this process, we urge you to envision a future beyond historical planning assumptions, beyond meeting the minimum SB 375 requirements and to instead focus on what is needed to dramatically improve the health of Fresno County residents. The Sustainable Community Strategy cannot just be a repeat of existing general plans. This is not what was intended when SB 375 was adopted and has not been the model followed in other regions. This is an opportunity for Fresno County communities to make an important shift in planning efforts to embrace more compact and liveable communities with revitalized downtowns and healthier, more active residents. We urge you to take this opportunity as the final SCS plan is developed over the coming months.

Scenario D provides the greatest opportunity to maximize health benefits and avoid millions in health care costs: Despite significant efforts made to clean the air, Fresno remains among the five most polluted cities in the United States, with low income communities and communities of color at highest risk for air pollution-related health emergencies. Asthma rates continue to be significantly higher than state and national rates, with pollution episodes contributing to worsening of asthma and elevated numbers of asthma attacks. A strong SCS framework, implemented at the local level, can help to reduce air pollution and related health emergencies. An independent assessment found that Scenario D would provide more than \$106 million in respiratory health benefits to Fresno County residents in 2035¹. We believe that Scenario D, with a well aligned transportation project list and greater investment in pedestrian and bicycle infrastructure and transit operations, especially in underserved communities, can best support further air quality progress in Fresno County.

Scenario D promotes reductions in a range of chronic illnesses: In addition to higher rates of air pollution related impacts, Fresno residents face higher than average rates of health conditions affected by the built environment, including asthma, obesity, diabetes, heart disease and strokes². Fresno County is among the bottom ten counties in California for rates of deaths due to diabetes³. California Department of Public Health research has shown significant reductions in rates of diabetes, cancers, heart disease, depression and dementia can be realized through a shift toward more active transportation options⁴. Scenario D provides the greatest levels of walking, biking and transit and would result in the greatest public health benefits for the county.

Scenario D scores best on community indicators important to healthy communities: Health-focused planning should envision a future for Fresno with healthier children who have greater access to nutritious food, recreation and safer routes for walking and biking to schools. Scenario D has been estimated to avoid \$74 million in avoided health damages associated with vehicle-pedestrian/bicycle accidents⁵. Healthy growth should plan for more independent senior citizens living in neighborhoods with housing choices that support non-drivers so they can successfully age in place. And healthy planning should help reduce household transportation budgets by fostering more active transportation-focused travel, particularly in neighborhoods underserved by safe walking, biking and transit options. In reviewing the results of the scenarios considered by the COG, Scenario D does the most overall to promote healthy communities and we urge your support of this scenario.

¹ Calthorpe Associates using the *RapidFire* scenario modeling tool, November 2013.

² UCLA School of Health Policy Research, *California Health Interview Survey*, 2013.

³ California Department of Public Health and California Conference of Local Health Officers. *County Health Status Profiles*, April 2013. <http://www.cdph.ca.gov/pubsforms/Pubs/OHIRProfiles2013.pdf>

⁴ Neil Maizlish, James Woodcock, Sean Co, Bart Ostro, Amir Fanai, and David Fairley. *Health CoBenefits and Transportation-Related Reductions in Greenhouse Gas Emissions in the San Francisco Bay Area*. American Journal of Public Health: April 2013, Vol. 103, No. 4, pp. 703-709. Also available online at: http://www.cdph.ca.gov/programs/CCDPPH/Documents/ITHIM_Technical_Report11-21-11.pdf.

⁵ Calthorpe, 2013.

By contrast, Scenario B performs weakest on many of the performance measures, including walk, bike and transit options, vehicle miles traveled and 2035 greenhouse gas reduction. As presently constructed, Scenario B does the least among the scenarios to foster healthy communities as it focuses investment and growth into more outlying areas. While we are disappointed that committee recommendations have favored Scenario B, we are encouraged by efforts to advance the dialogue between communities to build toward a more unified vision for growth. We are hopeful that this continued dialogue will provide clear goals for evaluating and addressing the needs of current residents in existing communities.

We appreciate the efforts by COG staff and members of the COG and committees to involve the health community in the planning process. Given the awareness of the severe health challenges facing Fresno County residents and the opportunities to improve health by moving beyond current and historical growth patterns, the COG should support Scenario D as the basis for the SCS. Upon choosing a preferred scenario, we urge the COG to evaluate all opportunities to create a visionary Sustainable Communities Strategy that invests in existing communities in order to plan and build compact, walkable communities that do the most to promote health. We also urge the COG to fully evaluate Scenario D within the forthcoming environmental review process.

Thank you for considering our perspectives on the important health benefits of implementing a strong Sustainable Communities Strategy under Senate Bill 375. We look forward to working with you and the COG staff to continue the important work of improving health in Fresno County communities.

Sincerely,

Blanca Castro, Advocacy Manager
AARP

Tim Gibbs, Director of Campaign Initiatives
American Cancer Society Cancer Action Network

Heather Dumais, San Joaquin Valley Advocacy Coordinator
American Lung Association in California

Jonathan Heller, Co-Director
Human Impact Partners

Azibuike Akaba, Policy Analyst
Regional Asthma Management & Prevention (RAMP)



SIERRA NEVADA ALLIANCE



SOUTHERN SIERRA PARTNERSHIP



Sequoia Riverlands Trust
Conserving California's Heartland



Fresno Interdenominational Refugee Ministries, Inc.
FIRM, Inc.



PolicyLink

Fresno Council of Governments
2035 Tulare Street, Suite 201
Fresno, CA 93721

November 20, 2013

Dear Fresno Council of Governments Board of Directors:

Thank you for your work to create a Regional Transportation Plan and Sustainable Communities Strategy (RTP / SCS) for the Fresno region. As community organizations engaged in the Fresno Council of Governments (FCOG) SB 375 implementation efforts, we commend FCOG's willingness to work with us to further improve and strengthen our first Sustainable Communities Strategy. Our organizations believe that a strong, equitable plan can meet the primary goal of reducing greenhouse gas emissions while improving air quality and public health for all residents, preserve vital landscapes and maintain our agricultural economy, enhance transportation and affordable housing choices, and expand economic opportunities for everyone.

To achieve these goals, the region must prioritize investment in existing cities and communities and support local jurisdictions' efforts to grow well. As part of the public participation process, local community organizations suggested adding various planning elements to better represent local concerns. Those suggestions got packaged into a fourth scenario, D, to demonstrate, for

example, how future growth could help bring critical infrastructure investments through modest development, to disadvantaged legacy communities. We built Scenario D as an embodiment of the values presented previously to this board and below - to illustrate the many benefits it could have. However, should Scenario D not be adopted, we ask that those values be integrated into whichever scenario is adopted, *and that every scenario, including Scenario D, be fully analyzed in the Environmental Impact Review.*

Too often, growth and investment has undermined existing neighborhoods and existing cities and towns, rather than helping them flourish. These patterns have led to concentrated pockets of poverty, health inequalities, chronic disease, and loss of important agricultural and natural landscapes. All of these scenarios, including Scenario B, take a step in the right direction, away from those status quo trends, based upon the efforts of many jurisdictions in this county. However, we need to go farther, both for our residents' well-being, and to meet the intent of AB 32 and SB 375.

Our region will grow by nearly 400,000 people and invest up to \$6.5 billion in transportation funds by 2040. This growth and investment is a significant opportunity to address the fundamental challenges that communities face today. Therefore, as you finalize the preferred scenario and draft Regional Transportation Plan, we encourage you to *direct your regional investments into existing communities based on historic need, not historic plans*, in accordance with the following values:

Invest in existing communities not new towns

Our region should promote and prioritize growth in existing cities, towns, and communities -- places that have a history, demonstrated infrastructure need, and competitive ability to leverage dollars from state and federal programs.

As the current draft investment plan stands, hundreds of millions of dollars would go to support "new town"-type growth, while many existing cities and towns would receive far less than might be expected. For instance, Mendota, which has 1.2% of the region's population, is estimated to receive only 0.1% of this long-term budget. Mendota's 2011 General Plan appears to expect over 12,000 new residents (2008-2025), but Scenario B (which covers a longer time period) assumes less than half as much growth. This is not an isolated example. Parlier represents 1.6% of the population but only 0.1% of this budget. Coalinga includes 1.9% of the population but under 0.3% of this budget. But meanwhile, over \$100 million in transportation investments have been planned for in the Friant/Millerton area, northeast of Fresno.

These examples occur despite Fresno COG staff's efforts to encourage every agency to submit funding needs, and presumably despite every agency applying for projects with local consensus. Some communities may need more than their proportionate share of funding at times to address

historic infrastructure disparities. These examples do not necessarily translate into an imbalance in how funds are distributed in any specific short-term funding allocation. However, they still send an unfortunate signal that as a region, we have not created a long-term investment plan that will take full advantage of available funds to improve public health and economic opportunity for residents in every community while reducing greenhouse gas emissions.

We therefore recommend that the COG:

- Establish a regional policy in the RTP Policy Element that prioritizes transportation projects in existing communities, particularly those with highest demonstrated need, and that does not allow discretionary regional funds to be invested in the development of new towns or in greenfield areas. Identify specific strategies for implementing this policy, such as revising project selection criteria for the FTIP.
- Support local planning and implementation efforts as outlined below, to support long-range planning and project implementation by local governments.
- Before the 2018 RTP, revise the growth allocation via a long-term planning effort as recommended by the Policy Advisory Committee on November 8th, via a process that includes public members and facilitates broader public participation.

Support every community in expanding affordable housing and transportation choices for current and future residents.

Residents in *every* community would benefit from less driving and more walkable neighborhoods, a diverse mix of housing choices, pothole-free roads, streets where it is safe and convenient to walk or bike, and high quality public transit options.

Such neighborhoods have an array of health, economic, and environmental benefits, as suggested by the benefits of Scenario D (attached). People in every community could enjoy cleaner air and reduced chronic disease, lower costs for gas and car repairs, and greater access to education and employment opportunities.

The San Joaquin Valley Blueprint and recent local plan updates have made advances, but budget shortages or other challenges have inhibited some local governments from planning to meet their goals. Scenario B reflects both the positive strides that have occurred and the gaps that remain.

As a regional Council of Governments, this body should identify strategies to support local governments in updating their plans and should be able to create a scenario that assumes those efforts will succeed.

We therefore recommend that the region:

- Create a grant program to support existing communities in planning for and implementing projects that promote smart growth, complete streets, affordable housing, improved public transit, parks, open space, farmland, and economic opportunity. These efforts should enhance the ability of existing neighborhoods to serve as walkable, bikeable, transit-oriented or transit-ready places affordable to people of all incomes, while setting aside additional funding to address historic infrastructure disparities that exist in disadvantaged communities. The [One Bay Area Grant Program](#), administered by the Association of Bay Area Governments, is an excellent model to follow. Other regions have also offered similar programs, including Sacramento (SACOG), Southern California (SCAG), and San Joaquin (SJCOG).

Prioritize greenhouse gas emission investments to improve health and economic opportunity, particularly for those who need it most.

As you finalize the scenario, work to ensure that future investments are prioritized in disadvantaged communities - where they will have the greatest impact in improving health outcomes and expanding economic opportunity. Moving forward, we recommend that this value be implemented through the following means:

- Conduct a needs assessment to catalogue health indicators, infrastructure deficiencies, and potential funding sources, particularly for disadvantaged communities. Use the findings from this assessment to strategically leverage federal, state, and local funding sources to close infrastructure gaps in the most disadvantaged places. This should include specific recommendations for how future cap and trade and active transportation dollars from the state will be directed to disinvested communities, and what planning needs to occur in these places to ensure they will be eligible for these dollars.
- Convene cities, the County, and other government agencies or departments to identify strategic partnerships and opportunities to invest in disadvantaged communities. The Fresno County Rural Transit Agency, for instance, is currently working to implement a transit demonstration project that will connect Lanare, Riverdale, and Laton residents to essential services in both Fresno and Kings County. This pilot project was developed in strong coordination with community residents and diverse stakeholders.
- Prioritize funds in the grant program mentioned above for disadvantaged communities.

Conserve the landscapes that serve our regional economy, contribute to our food system, and provide essential services, such as water.

The agricultural production and water resources of Fresno County are vital to the regional economy as well as to the state. As you finalize the scenario, search for opportunities to promote more compact growth that preserves these resources. While Scenario B improves on the status

quo, it still consumes 75% more valuable agricultural land than Scenario D. Moving forward, we recommend that this value be implemented through the following means:

- Adopt a Natural & Working Lands Conservation Policy, one component of which sets an expectation for one-to-one mitigation for impacts to agricultural lands by transportation projects. This policy would minimize loss of natural, agricultural, and recreational resources, follow the mitigation hierarchy (avoidance first, minimization second and offsets third), and ensure that mitigation addresses the underlying conservation values impacted by each project. It would also provide for the integration of conservation data into scenario assessments, create a framework for a Fresno County open space and working lands strategy, and decrease per capita VMT by incentivizing compact growth.
- Commit to supporting local jurisdictions by providing information on the economic and climate impacts caused by urbanization of agricultural and natural landscapes, gathering data on current local plans and policies, highlighting those that are most effective in reducing land consumption, and tracking the region's progress in implementing the SCS.

We greatly appreciate the opportunity to engage with Fresno COG staff and Board of Directors on a growth strategy for the county that invests in our existing communities while promoting health, and economic opportunity. We look forward to working more closely with you to ensure that these values are embedded into COG policy and investments moving forward. If you have additional questions, please contact Veronica Garibay, Co-Director, Leadership Counsel for Justice and Accountability, at vgaribay@leadershipcounsel.org or at 559-369-2787.

Sincerely,

Phoebe Seaton and Veronica Garibay, Co-Directors
Leadership Counsel for Justice and Accountability

Sarah Sharpe, Interim Co-Director
Fresno Metro Ministries

Rey Leon, Executive Director
San Joaquin Valley Latino Environmental Advancement Project

Genoveva Islas-Hooker, Executive Director
Central California Regional Obesity Prevention Program

Dan O'Connell, San Joaquin Valley Program Manager
American Farmland Trust

Adam Livingston, Director of Planning and Policy
Sequoia Riverlands Trust

Joan Clayburgh, Executive Director
Sierra Nevada Alliance

Charles Ashley
Sierra Club, Tehipite Chapter

Judith Bell, President
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Rev. Sophia DeWitt
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American Lung Association in California

Bill McGavern, Policy Director
Coalition for Clean Air

Dolores Weller, Interim Director
Central Valley Air Quality Coalition (CVAQ)

Adam Livingston, Director of Planning and Policy
Southern Sierra Partnership

Kerri Timmer, Government Affairs Director
Sierra Business Council

Elizabeth O'Donoghue, Director of Infrastructure and Land Use
The Nature Conservancy

Reinvesting in Fresno Communities

Saving Fresno's Town Centers

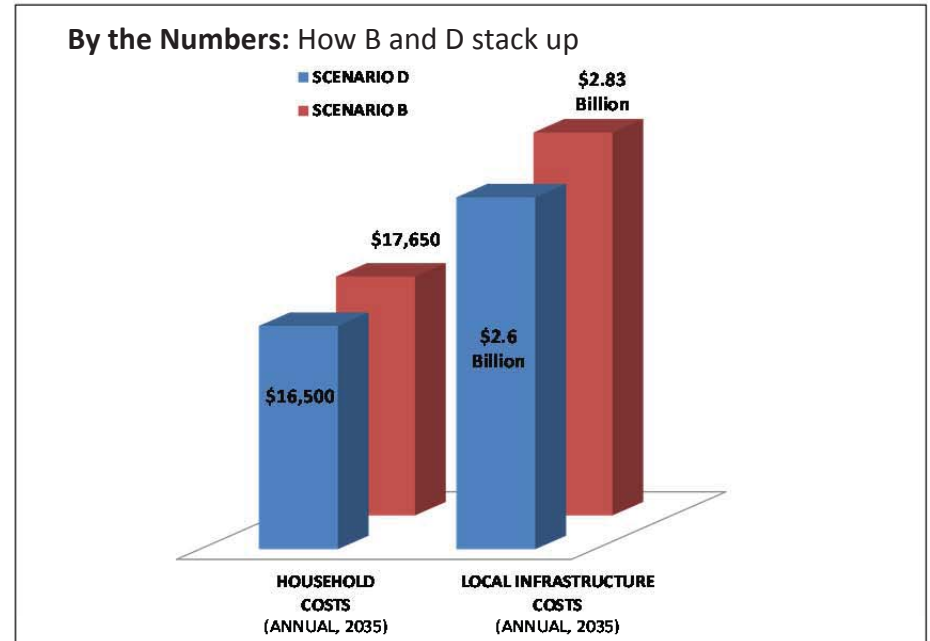


As part of a regional process to improve communities and coordinate transportation and housing planning, the Fresno Council of Governments is considering various approaches to the county's growth.

In public workshops, participants overwhelmingly preferred scenarios that restricted growth in new towns. Yet, Scenario B diverts taxpayer money to develop new areas we can't afford to maintain instead of directing funding for streets and other infrastructure to existing communities.

Scenario D, on the other hand, directs new growth and infrastructure investments to **existing** communities. This results in more revenue for Fresno cities, towns, and businesses and efficiently focuses resources—like streets, sewers, convenient public transit and sidewalks —making for healthier neighborhoods in the places that need them most.

Instead of more foothill growth, we need to build up existing communities. Doing so will save taxpayer money, conserve farmland and water, and provide economic and public health benefits called for in the legislation.



A comparison of scenarios B and D. Source: Calthorpe Associates

Why investing in Fresno's existing cities and communities makes sense:

- **Lowest cost for taxpayers:** Building in existing communities uses civic infrastructure efficiently, saving \$315 million by 2035 compared to Scenario B. Why build new roads when we can't maintain the ones we have?
- **Supports agricultural economy:** Growing more within city and town boundaries and investing in agricultural communities supports farmers, conserves water and preserves Fresno County's proud agricultural heritage.
- **Keeps money local:** Revitalizing existing neighborhoods saves households an average of \$2,300 annually, leaving them more to spend in nearby shops.
- **More grant opportunities:** By promoting responsible growth throughout the county, cities and towns will have better access to grants and other funds.

Fresno County's residents want a plan that....



Improves the Economy

Sending new growth to existing cities, towns and low-income rural communities will result in more infrastructure investments in communities that need them most. And, it will conserve farmland and water, benefiting Fresno County's vibrant agricultural economy.



Creates Healthier Communities

Investing in existing cities and towns will result in many health and quality-of-life benefits. Better streets that support biking, walking and public transportation will result in healthier lifestyles for Fresno County families and less air pollution. Scenario D will lead to an annual decrease of \$180 million in healthcare costs, reduced rates of childhood asthma, and fewer trips to the hospital for asthma treatment. In 2010, 700 children were hospitalized for asthma treatment, costing more than \$11 million.

And, when people can walk, bike or access transit, they spend less on gas and car repairs, less time in traffic, and more time with their families.



Provides Equity and Opportunity

Research increasingly correlates neighborhood conditions with public health outcomes. Premature death rates in the lowest-income Valley zip codes are nearly twice those in the highest-income zip codes. Scenario D addresses this serious problem by focusing investment in existing communities and expanding quality choices for affordable housing.

By laying the groundwork for more transit in low-income communities, Scenario D will connect them to critical services, reduce auto dependence and transportation costs, and improve air quality and public health.



Protects Watersheds and Working Lands

Because Scenario B sends more growth to the foothills and quality agricultural land, it uses 50 percent more land than Scenario D to accommodate the same amount of new homes and businesses.

Directing new growth to existing communities uses less water and protects Sierra watersheds. Fresno's agricultural economy in particular relies on access to clean freshwater supplies.

ANALYSIS OF FRESNO 2014 RTP/SCS DRAFT SCENARIOS

2035 SCENARIO DESCRIPTIONS

* Scenarios analyzed using the RapidFire model by Calthorpe Associates. RapidFire is a spreadsheet-based tool, calibrated to empirical research outcomes and map-based travel demand model projections. Some of its research and policy assumptions are Fresno County-specific, while others reflect state and national averages. For more information, please visit www.calthorpe.com/scenario_modeling_tools.

DEVELOPMENT LOCATION

COMMUNITY/NEIGHBORHOOD DESIGN

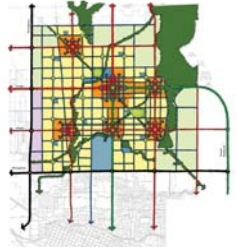
HOUSING OPTIONS and MIX

SCENARIO CONSIDERATIONS

The scenarios described here vary in their land use programs and patterns. They rely on the same package of transportation investments. The form and location of development is the most significant variable between the scenarios.

WALKABLE AREAS

More connected street patterns provide multiple routes to connect destinations, enhancing walkability and reducing the length of walk, bike, transit, and auto trips.



CITY INFILL

This growth pattern is characterized in the Fresno metro area by three to six story buildings set in a walkable, mixed-use context that is well-served by high-quality transit. Generally found in or near the Central Business District (CBD) in the City of Fresno, City Infill is associated with the highest levels of transit ridership, walking and bicycling, as well as the lowest levels of energy consumption, water consumption, and auto ownership & use.

MIXED-USE WALKABLE

Distributed across the Fresno region as new growth in existing transit corridors, revitalization of town centers, as well as additional growth on the periphery, this pattern is characterized by neighborhoods with connected and pedestrian-scale streets, set in a pattern that facilitates safe pedestrian and bicycle travel, but also accommodates automobile use. These locations, along with City Infill areas, exemplify 'Complete Communities,' where residents are able to meet many of their daily travel needs (except commuting to work) within walking distance of their homes.

AUTO-ORIENTED AREAS

Standard suburban street patterns, with fewer connections and street intersections, tend to favor the automobile over other travel modes.



STANDARD SUBURBAN

This more auto-oriented development pattern requires the use of the automobile for most trips, as shopping, office, residential and other uses are not generally oriented to facilitate walking or bicycling between locations. Street patterns favor auto travel over other modes. It is typically associated with higher levels of land, water, energy and fuel consumption, in comparison to more compact walkable and infill development.

SCENARIO ASSUMPTIONS:

Preliminary scenario results are calculated using policy-based assumptions for automobile and fuel technology, building energy and water efficiency, and energy generation and emissions. The assumptions used for these scenarios were developed in coordination with relevant state, county and city agencies to reflect the direction of adopted policy into the future. Assumptions for the year 2035 are:

Transportation

- On-road passenger fleet average fuel economy: 38.7 mpg (32.3 mpg for fuel-consuming vehicles) by 2035.
- Fuel emissions: 17.7 lbs per gallon.
- Fuel cost: \$10 per gallon in 2035.
- Auto ownership and maintenance: \$0.40 per mile.

Buildings and Energy Generation

- Energy and water efficiency of new buildings: 30% reduction from baseline usage rates for residential buildings by 2035, 60% reduction for commercial buildings.
- Energy and water use efficiency of existing buildings: 0.5% reduction, year-upon-year.
- Electricity emissions: 0.61 lbs CO₂e per kWh.
- Natural gas emissions: 11.7 lbs CO₂e per therm.

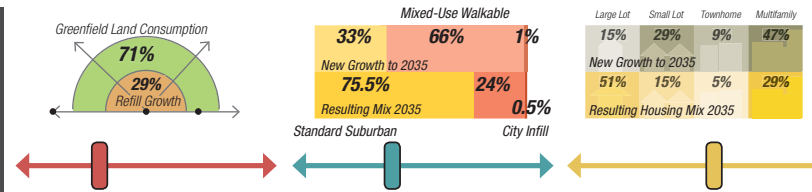
- Residential electricity cost: \$0.35 per kWh by 2035.
- Residential natural gas cost: \$2.84 per therm by 2035.
- Water cost: \$1,387 per acre-foot by 2035.
- Public Health Impacts: Automobile Vehicle Collisions Involving Pedestrians or Bicyclists**
 - Vehicle collision totals based on the rate per 100,000 residents of Fresno County (from the California State Wide Integrated Records System (SWIRS) 2005 to 2010; this rate is modified based on changes in VMT. Costs are those associated with medical, emergency services, property damage, lost productivity, and Quality-Adjusted Life-Years (QALYs).

Public Health Impacts: Respiratory

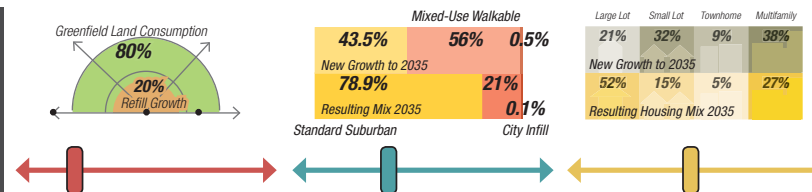
- Estimated based on tons of criteria pollutants emitted, which in turn are estimated based on per-mile emission rates from the California Air Resources Board Emissions Factors (EMFAC 2011) model. Health incidence and valuation assumptions developed by TTX, LLC for the American Lung Association (Oct 2011).

All cost metrics are expressed in 2013 dollars.

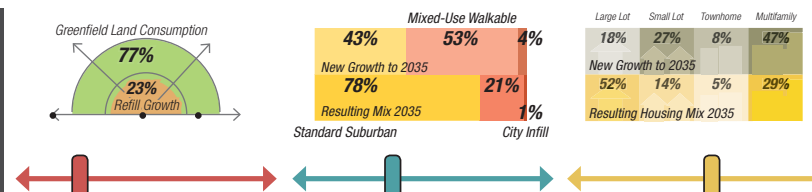
A This scenario is mainly based on input received from a public workshop held by FresnoCOG at Bullard High School in November 2012. Though more growth is allocated to some small rural communities than the historical trend, the historic growth ratio between the metro Fresno area and the rest of the county is maintained.



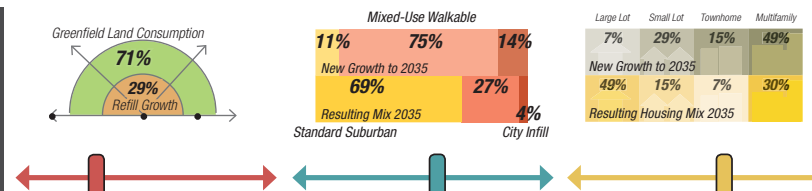
B This scenario is based on the second of three scenarios analyzed during the SB375 target-setting process, including the latest adopted local general plans. The historical growth ratio between the metro Fresno area and the rest of the county is maintained. Development in Millerton New Town, Friant Ranch and the proposed pharmacy school is included.



C This scenario is very similar to Scenario B except growth was reallocated from the Millerton New Town, Friant Ranch, the proposed pharmacy school, some county rural areas and small cities into the City of Fresno (an additional 4% of growth compared to Scenario B) along transit corridors. The historical growth ratio between the metro Fresno area and the rest of the county is not maintained. Growth in the unincorporated areas occurs only in 10 existing communities.



D This scenario assumes the growth coming to the region supports existing downtowns and establishment of more compact, walkable neighborhoods. Growth in Millerton New Town, Friant Ranch, and the pharmacy school, as well as some growth in a few other foothill locations, is presumed to instead be distributed to existing communities, both urban and rural. It assumes growth occurs in compact and mixed-use configurations following Blueprint principles, particularly in already developed areas and around existing and planned transit investments.



ANALYSIS OF FRESNO 2014 RTP/SCS DRAFT SCENARIOS

Rev. 2 November 2013

2035 SCENARIO
OUTCOMES*

*Scenario outputs are meant for comparative purposes. Model outputs at this stage in the RTP/SCS process are preliminary and subject to refinement as the scenario development and modeling process progresses. Status quo represents a scenario in which growth patterns and transportation investment choices of the past decades are carried forward to 2035.

	TOTAL LAND CONSUMPTION	TOTAL FARMLAND CONSUMPTION	VEHICLES MILES TRAVELED (VMT)	LOCAL INFRASTRUCTURE COSTS	HOUSEHOLD COSTS	GREENHOUSE GAS (GHG) EMISSIONS	BUILDING ENERGY USE	WATER CONSUMPTION	PUBLIC HEALTH
	<i>Greenfield (Open Space) Land Consumption to 2035**</i>	<i>Farmland (Farmland Mapping and Monitoring Program [FMMP] prime farmland, unique farmland and farmland of statewide significance) Consumption to 2035**</i>	<i>VMT per Household, annual 2035 (Auto Passenger Vehicle Travel)***</i>	<i>Cumulative Capital Costs and General Fund Operations and Maintenance Expenditures</i> <i>Includes local roads, waste water and sanitary sewer, water supply, and parks and recreation</i>	<i>Annual Fuel, Auto Operating, Energy, and Water Costs per Household (HH), 2035</i>	<i>Annual GHG Emissions from Auto Passenger Transportation and Building Energy Use, 2035</i>	<i>Annual Commercial and Residential Energy Use, 2035</i>	<i>Annual Water Use, Total, 2035</i>	<i>Annual Savings in Health Costs due to Reductions in Transportation-Related Pollutant Emissions and Auto-Pedestrian/Bike Collisions, 2035</i>
	[square miles]	[acres]	[miles]	[2013 dollars]	[2013 dollars]	[Million Metric Tons CO ₂ e]	[Btu]	[acre feet]	[millions of 2013 dollars]
A	18 sq mi	6,464 ac	16,850 mi/HH	\$2.77 B	\$17,200 per HH	4.19 MMT	32.7 tril Btu	146k ac ft	\$161.0 mil
			1,100 mi/HH Savings from status quo	\$604 mil Savings from status quo	\$1,550 per HH Savings from status quo	.346 MMT Savings from status quo	2.3 tril Btu Savings from status quo	14,140 ac ft Savings from status quo	\$64.8 mil \$96.2 mil \$161.0 mil Savings from status quo
B	24 sq mi	8,829 ac	17,050 mi/HH	\$2.83 B	\$17,650 per HH	4.29 MMT	33.3 tril Btu	148k ac ft	\$150.5 mil
			890 mi/HH Savings from status quo	\$483 mil Savings from status quo	\$1,150 per HH Savings from status quo	.243 MMT Savings from status quo	1.7 tril Btu Savings from status quo	12,240 ac ft Savings from status quo	\$60.0 mil \$90.5 mil \$150.5 mil Savings from status quo
C	20 sq mi	7,682 ac	16,730 mi/HH	\$2.8 B	\$17,500 per HH	4.26 MMT	33.1 tril Btu	146k ac ft	\$152.7 mil
			1,215 mi/HH Savings from status quo	\$577 mil Savings from status quo	\$1,250 per HH Savings from status quo	.275 MMT Savings from status quo	1.9 tril Btu Savings from status quo	13,600 ac ft Savings from status quo	\$61.0 mil \$91.7 mil \$152.7 mil Savings from status quo
D	17 sq mi	4,990 ac	16,130 mi/HH	\$2.6 B	\$16,500 per HH	4.05 MMT	32.1 tril Btu	143k ac ft	\$179.9 mil
			1,815 mi/HH Savings from status quo	\$798 mil Savings from status quo	\$2,300 per HH Savings from status quo	.486 MMT Savings from status quo	2.9 tril Btu Savings from status quo	16,100 ac ft Savings from status quo	\$73.5 mil \$106.3 mil \$179.9 mil Savings from status quo

** Land consumption metrics measured in GIS based on scenario extents.

*** VMT/HH metric calculated based on FresnoCOG model results for each scenario. All other metrics from RapidFire.



November 21, 2013

Fresno Council of Governments
2035 Tulare Street, Suite 201
Fresno, CA 93721

RE: Fresno Council of Governments – Sustainable Communities Strategy Development

Dear Board Members of the Fresno Council of Governments:

The Council of Infill Builders is a 501(c)(3) nonprofit corporation of real estate professionals committed to improving California through infill development. The organization seeks to educate the public about the benefits of infill for revitalizing neighborhoods, providing transportation choices, creating viable close-knit mixed-use communities, reducing greenhouse gas emissions, aligning jobs with housing and improving the overall economy.

On behalf of the organization, I thank you for the significant efforts that you have put into creating the 2014 Regional Transportation Plan and the Fresno region's first Sustainable Communities Strategy. We believe that aligning transportation investments with the regional growth pattern can accelerate infill development. Your hard work to implement SB 375 can revitalize Fresno's neighborhoods and provide more diverse housing options for residents.

On October 23rd, we organized "Revitalizing Valley Cities," a convening at Fresno State of real estate developers, finance leaders, and other economic stakeholders to discuss the future of infill development in the Fresno region and how local and statewide partners can work together to overcome the challenges experienced by infill builders. The convening highlighted the challenges that infill builders face in financing downtown-oriented projects, given the historic lack of investment in these core areas and the corresponding regulatory and process hurdles that "catalyst" pioneer projects experience.

The convening clarified that with strong public partnerships and support for infrastructure investments in downtown areas and existing neighborhoods, infill can meet housing demand from currently unserved market segments, such as students, young professionals, empty nesters, and couples without children. As the 2012 Concord Group study that you commissioned reported, "The [Valley] region has historically under-delivered higher density housing, particularly for renter households."

As you select a preferred scenario and finalize your Regional Transportation Plan, we encourage you to select a scenario that supports infill-oriented infrastructure over the coming decades in order to realize its many economic benefits for cities and towns in Fresno County. These investments can catalyze significant private investment and revitalize downtowns, commercial strips, and main streets. Specifically, we encourage you to:

- Ensure that all flexible regional funds first go to improving and maintaining transportation infrastructure within existing neighborhoods, including for pedestrians, transit, and bicyclists;
- Create a plan to address critical infrastructure gaps throughout the region in order to allow infill developers to succeed in a variety of places and offer products for multiple income levels; and
- Develop flexible grant funding, modeled on the One Bay Area Grant program, that competitively funds local governments to revitalize neighborhoods and to plan and build transportation projects that encourage biking, walking, and transit usage.

Infill cannot succeed without good underlying plans and the transit and streetscape infrastructure needed to catalyze projects. Following the loss of redevelopment funds, cities and towns around the state need supportive investment for their core neighborhoods. Your leadership can therefore help fill the void and ensure that the Valley fulfills its promise of creating livable, convenient, and economically viable communities for all its residents – both current and future.

We look forward to working with you and local stakeholders to identify successful strategies to achieve this vision.

Sincerely,

A handwritten signature in black ink, appearing to read 'Curt Johansen', with a long, sweeping horizontal line extending to the right.

Curt Johansen
Chairman, Council of Infill Builders