

Regular Council Meeting

November 6, 2025

FRESNO CITY COUNCIL



Public Comment Packet

ITEM(S)

9:15 A.M. (ID 25-1529)

HEARING to Consider adoption of the Vehicle Miles Traveled (VMT) Reduction Program and Nexus Study and Vehicle Miles Traveled Mitigation Fee; and related Environmental Impact Report SCH No. 2024091129.

[TITLE TRUNCATED FOR SUPPLEMENTAL PACKET COVER PAGE]

Contents of Supplement: Public Comment Received

Supplemental Information:

Any agenda related public documents received and distributed to a majority of the City Council after the Agenda Packet is printed are included in Supplemental Packets. Supplemental Packets are produced as needed. The Supplemental Packet is available for public inspection in the City Clerk's Office, 2600 Fresno Street, during normal business hours (main location pursuant to the Brown Act, G.C. 54957.5(2)). In addition, Supplemental Packets are available for public review at the City Council meeting in the City Council Chambers, 2600 Fresno Street. Supplemental Packets are also available on-line on the City Clerk's website.

Americans with Disabilities Act (ADA):

The meeting room is accessible to the physically disabled, and the services of a translator can be made available. Requests for additional accommodations for the disabled, sign language interpreters, assistive listening devices, or translators should be made one week prior to the meeting. Please call City Clerk's Office at 621-7650. Please keep the doorways, aisles and wheelchair seating areas open and accessible. If you need assistance with seating because of a disability, please see Security.

RECEIVED
2025 NOV -5 A 11:41
CITY OF FRESNO
CITY CLERK'S OFFICE

From: [REDACTED]
Subject: FW: VMT TAX
Date: Monday, November 3, 2025 10:16:47 AM

Please see below.

From: MARK STRAUSBURG [REDACTED]
Sent: Friday, October 31, 2025 12:19 PM
To: OCC Customer Service [REDACTED]
Subject: VMT TAX

External Email: Use caution with links and attachments

First Name	MARK
Last Name	STRAUSBURG
Email	[REDACTED]
Phone Number	[REDACTED]
Subject	VMT TAX
Message	The VMT Tax is a horrible plan. And you wonder why people are leaving California by the tens of thousands?
IP Address	[REDACTED]
User-Agent (Browser/OS)	[REDACTED]
Referrer	https://www.fresno.gov/contact/

From: [REDACTED]
To: [REDACTED]
Subject: FW: The proposed VMT Tax
Date: Monday, November 3, 2025 10:17:06 AM

Please see below.

From: LeeAnn Ellis <[REDACTED]>
Sent: Friday, October 31, 2025 12:30 PM
To: OCC Customer Service [REDACTED]
Subject: The proposed VMT Tax

External Email: Use caution with links and attachments

First Name	LeeAnn
Last Name	Ellis
Email	[REDACTED]
Phone Number	[REDACTED]
Subject	The proposed VMT Tax
Message	<p>The VMT tax is anti-family! We are grossly over-taxed in CA as it is! Our Local Government should not be doing this! A tax like this will only cause more inflation, it will restrict trade, it is at its very core inherently and foundationally wrong. I hope someone challenges the very constitutionality of it. IT IS PURE EVIL!</p>
IP Address	[REDACTED]
User-Agent (Browser/OS)	[REDACTED]
Referrer	https://www.fresno.gov/contact/

From: [REDACTED]
Cc: [REDACTED]
Subject: November 6th, 2025 - City Council Meeting - VMT (ID 25-1529)
Date: Tuesday, November 4, 2025 5:34:26 PM
Attachments: [VMT](#) [REDACTED]

External Email: Use caution with links and attachments

Good evening,

Please see the attached letter regarding the VMT Reduction Program.

Thank you,

Mike Pickett

7395 N. Palm Bluffs Ave. #101
Fresno, CA 93711
(559) 431-3535





DON PICKETT & ASSOCIATES, INC.
DEVELOP • DESIGN • BUILD

November 4, 2025

Honorable Mayor and City Council
City of Fresno
2600 Fresno Street, 3rd Floor
Fresno, CA 93721

Dear Mayor and Councilmembers,

On behalf of Don Pickett & Associates, a commercial building and development firm established in the City of Fresno in 1988, I am writing to express our support for the City's proposed Vehicle Miles Traveled Reduction Program.

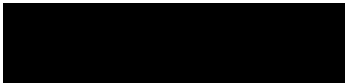
The VMT Reduction Program provides a legally aligned framework for addressing transportation-related environmental impacts under Senate Bill 743. As long-time builders in Fresno, we believe this approach promotes sustainable growth while allowing responsible development to continue. The Program also creates much needed clarity and predictability for project planning. By outlining a standardized mitigation pathway the City gives builders like us the certainty required to design, budget, and execute projects efficiently and responsibly.

Finally, we support the Program because it invests in infrastructure and improvements that enhance our city. These measures improve the quality of life for residents and support Fresno's long-term competitiveness as a place to do business.

For these reasons, we respectfully urge the adoption of the VMT Reduction Program. We appreciate the City's leadership in developing this program.

Thank you for your consideration.

Sincerely,



Mike Pickett, President
Don Pickett & Associates, Inc.
7395 N. Palm Bluffs #101
Fresno, CA 93711
559-431-3535

*7395 N. Palm Bluffs #101 Fresno, CA 93711
(559) 431-3535 • www.donpickett.com
Contractor License No. 541612*

From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: 11/6 Council Meeting Item #ID 25-1529 - VMT Letter of Support from BIA F/M
Date: Wednesday, November 5, 2025 7:33:59 AM
Attachments: [REDACTED].pdf

External Email: Use caution with links and attachments

Good morning. Please see attached letter on behalf of the Building Industry Association of Fresno and Madera Counties regarding the 11.6.25 Council meeting, Agenda Item #ID 25-1529, Vehicle Miles Traveled (VMT).

Best Regards,

Darren C. Rose
President/ CEO
Building Industry Association of Fresno/ Madera Counties



Chairman of the Board
Zach Gomes
Bonadelle Neighborhoods
Secretary/Treasurer
Corine Demetres
D R Horton

Directors
Arakel Arslan
Arslan Group
Darius Assemi
Granville Homes
Gregory Bordini
Morton & Pitalo
John A. Bonadelle
Bonadelle Neighborhoods
Terry Broussard
Broussard Associates
Nick Bruno
Valley Development
Company
Deborah Coe
Baker Manock & Jensen
Jill Craven
Lennar
Walter Diamond
Lennar
David Dick
Donald P. Dick Air
Conditioning
Ed Dunkel, Jr.
Precision Civil Engineering
Dennis Gaab
Century Communities
Gary Giannetta
Gary Giannetta, Civil
Engineer
Stan Harbour
Harbour & Associates
Jeff Harris
Wilson Homes
Gary McDonald
Gary McDonald Homes
Josh Peterson
Trumark Homes
Drew Phelps
Woodside Homes
Mike Pickett
Don Pickett & Associates
Jeff Reid
McCormick, Barstow
Rob Schlegel
D R Horton
Matt Smith
Woodside Homes
Carl Swanson
Housing Capital Company
Kurt Votz
Wanger Jones Hensley
Ron Wathen
OK
Leo Wilson
Wilson Homes
Joseph Gendron
KB Home
Shannon Davis
KB Home
Priscilla Presto
Granville Homes
Freddie Logue
Trumark Homes
Michael Smith
Century Communities

November 4, 2025

Fresno City Council
Fresno City Hall
2600 Fresno Street
Fresno, CA 93721

VIA Email

Dear Members of the Fresno City Council,

I am writing on behalf of the Building Industry Association (BIA) of Fresno & Madera Counties to express our strong support for Fresno's Vehicle Miles Traveled (VMT) Environmental Impact Report (EIR) and Reduction Program currently before your Council.

The Building Industry Association of Fresno & Madera Counties has 73 members, 16 of which are homebuilders, both national and local companies.

As you may know, there are 2,925 single-family homes currently on hold in Fresno due to a lack of clarity and regulatory certainty surrounding VMT regulations. These homes represent major capital investment from five builders, who are committed to providing quality market-rate housing for Fresno. The ongoing uncertainty not only delays these essential projects, but also hampers the economic growth that Fresno desperately needs. Furthermore, not adopting the VMT policy before you risk builders redirecting capital investment to other communities.

The building industry is a major employer in our area, providing thousands of jobs and generating millions of dollars in revenue. By fostering a clear and predictable regulatory environment, you can help ensure that we continue to offer homeownership opportunities to thousands of families in Fresno. The VMT EIR and Reduction Program is a critical step toward increasing housing supply, stabilizing home prices and keeping Fresno affordable for new homeowners.

We greatly appreciate your attention to this matter and urge you to move forward with approval of the VMT EIR and Reduction Program. By doing so, you will provide clarity and certainty our builders need to continue their work, ultimately benefiting our local economy, workforce and residents.

5132 N. Palm Ave. PMB #124- Fresno, CA 93704
Ph: (559) 226-5900 – www.biafm.org

Thank you for your consideration, and we look forward to your positive action on this important issue.

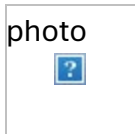
Sincerely,



Darren C. Rose
President & Chief Executive Officer
Building Industry Association of Fresno & Madera Counties

From: [REDACTED]
To: [REDACTED]
Subject: Fw: Urgent: Proposed VMT Fee Puts Fresno Development at Risk
Date: Wednesday, November 5, 2025 10:14:00 AM
Attachments: [REDACTED].pdf

External Email: Use caution with links and attachments



Gavin Cox
Real Estate Associate & Capital Coordinator- DRE # 02251665

☐ (559)917-3207 ☐ (559) 570-9770 ☐ gavinc@bottom-line.com
☐ www.Bottom-Line.com
☐ 6781 N. Palm Ave. #100, Fresno, CA 93704

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From: Gavin Cox [REDACTED] >

Sent: Wednesday, November 5, 2025 10:02 AM

To: [REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Subject: Urgent: Proposed VMT Fee Puts Fresno Development at Risk

Dear Mayor Dyer and Members of the Fresno City Council,

On behalf of Bottom Line Group, I want to express our serious concern regarding the proposed Vehicle Miles Traveled (VMT) Mitigation Fee and its potential impact on

Fresno's economic growth, job creation, and long-term investment pipeline.

As one of Fresno's most active development firms, we've proudly helped shape projects that create housing, retail opportunity, and local tax revenue. However, the proposed structure of this fee poses significant challenges to the financial feasibility of future projects.

Attached is a formal letter outlining our position and the broader implications for the local development community. We respectfully urge City leadership to reconsider the current proposal and engage in further dialogue with stakeholders before any decision is made.

Thank you for your time and commitment to Fresno's continued growth and prosperity.

Please acknowledge receipt.

Sincerely,



Gavin Cox
Real Estate Associate & Capital Coordinator- DRE # 02251665

☐ (559)917-3207 ☐ (559) 570-9770 ☐ gavinc@bottom-line.com

☐ www.Bottom-Line.com

☐ [6781 N. Palm Ave. #100, Fresno, CA 93704](#)

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Bottom Line Group
6781 N Palm, Suite 101
Fresno, CA 93704

November 5th, 2025

Bottom Line Group has proudly contributed to Fresno's growth through quality developments that create jobs, tax revenue, and long-term community value. We support responsible planning, but the proposed Vehicle Miles Traveled (VMT) Mitigation Fee, as currently structured, threatens to stall that progress. The lack of clear methodology, proportionality, and local reinvestment provisions makes continued investment in Fresno economically unrealistic.

If this program moves forward as written, we'll have no choice but to pause all future Fresno projects and redirect new developments to Clovis and Sanger, where the policy environment remains transparent, predictable, and genuinely supportive of economic expansion.

The enclosed letter explains our position and offers recommendations to help the City shape a program that balances environmental goals with practical, sustainable growth.

With Concern,

Jay Virk
Chief Executive Officer

Bottom Line Group
JayV@Bottom-Line.com / 559-286-6205





Dear Council Members and Mayor Dyer,

I'm reaching out to share serious concerns regarding the proposed Vehicle Miles Traveled (VMT) Reduction Program and Mitigation Fee. The way this fee is currently structured—particularly for commercial and mixed-use projects—creates unintended consequences that could directly harm ongoing investments and local businesses.

Our firm currently has several Fresno developments in motion representing major private investment and job creation, including:

- **Fancher Creek – 10 acres**
- **Shields & Locan – 10 acres**
- **Ashlan & Highway 99 – 15 acres**
- **Ashlan & Cornelia – 2 acres**
- **Belmont & Fowler – 2 acres**
- **180 & Marks – 3 acres**

Several of these projects already show reduced or even negative VMT impacts based on professional analyses. Bringing in a new fee at this stage undermines project feasibility, raises tenant costs, and shakes investor confidence—especially since these developments began under a completely different set of expectations.

We respectfully ask the Council to consider the following points and provide clarity before moving forward:

1. **Fee Determination:** How will mitigation fees be calculated for commercial and mixed-use projects? How are Urban Design Calculator reductions applied, and



how is the final \$/VMT rate determined?

2. **Methodology and Review:** Who prepared the VMT analysis tables, and which independent third party verified their accuracy? Why rely on CAPCOA 2010 when CAPCOA 2021 offers more current standards?
3. **Program Design and Calibration:** A one-size-fits-all per-mile fee without proper project-specific calibration unfairly burdens developments. The flat \$295 per VMT credit fails to reflect land use, location, or trip patterns—penalizing efficient and job-rich projects.
4. **Transparency and Additionality:** The City acknowledges that many mitigation projects are already funded or underway, raising questions about “additionality”—whether this fee creates new mitigation or simply pays for what’s already in progress.
5. **Screening Criteria and Fairness:** The current approach leans on broad geographic assumptions rather than real trip generation data, which risks penalizing well-designed infill and transit-connected projects.
6. **Negative or Reduced VMT Projects:** Will projects that already demonstrate lower or negative VMT be exempt, given that they advance City goals?
7. **Use and Allocation of Funds:** Collected funds should stay within the same district or corridor—not flow into the general fund or offset Fresno’s \$40 million debt.
8. **CEQA and Sufficiency:** The City’s own documents admit potential “significant unavoidable adverse impacts” under CEQA, which calls into question whether this program truly mitigates or just generates revenue.





9. **Equity and Economic Impact:** Uniform city-wide fees place higher-cost districts—and small, local businesses—at a disadvantage. This discourages exactly the kind of growth Fresno needs: efficient, infill, job-creating development.
10. **Implementation and Applicability:** When will these fees take effect? Will they apply to projects already approved or under review? Implementation should be deferred to allow realistic planning and budgeting.
11. **Exemption for Existing Projects:** All projects already entitled, in review, or with construction drawings submitted should be exempt to maintain fairness and avoid retroactive cost impacts.

Additional Questions for Council Clarification

- What's the full cost breakdown behind the \$295 per-VMT credit—capital cost, lifespan, discount rate, and expected VMT reduction per project?
- Please provide the list and funding status of the 24 “highest-performing” mitigation projects identified, noting which are already funded or underway.
- How will the City adjust fees for projects with shorter trip-lengths, stronger transit access, or mixed-use benefits?
- How will the City ensure rough proportionality under the Mitigation Fee Act—proving that each project's fee reflects its actual impact?
- Will developers receive credits for on-site design measures that exceed minimum standards?
- What accountability framework will confirm that mitigation bank projects achieve real VMT reductions within the stated timeframe?





- Will there be an appeal process for developers to challenge incorrect fee calculations?
 - Why apply a flat city-wide rate when VMT generation varies so much by use, density, and transit access?
 - How will the City address the risk that these new costs push job-producing projects—and the tax base—into surrounding jurisdictions?
 - If some mitigation projects are already fully funded, how does the City justify collecting additional fees for them?
-

Broader Developer Considerations

Commercial developers already make major public contributions: dedicating land for streets, sidewalks, and infrastructure, while paying multiple impact fees. This proposal simply layers another cost on top without proving any new benefit.

In today's market, dark-shell rent averages around \$2.75 per square foot. On a \$1 million project targeting a 7% return, that's roughly \$70,000 in annual NOI just to break even. Add a new VMT fee and the rent goes up, the tenant's cost goes up, and eventually the consumer pays the difference.

From a developer's standpoint, if we've already handled traffic mitigation through land dedication, infrastructure improvements, and existing fees, what's the added value of this charge? Those costs don't disappear—they just cascade through the system.

We strongly urge the City to:

- (a) credit prior land and improvement dedications toward any VMT obligation;
- (b) differentiate fees for infill and transit-served projects; and
- (c) release transparent financial models showing how the program affects feasibility.

Layering more costs onto already tight projects will only discourage the investment Fresno needs to grow its tax base, workforce, and economy.





BOTTOM LINE

BROKER | CONSULT | ENTITLE | DESIGN
ENGINEER | BUILD | CAPITAL | MANAGE

For these reasons, we respectfully ask that the Council postpone adoption and host a public study session to ensure the VMT Program is transparent, data-driven, and aligned with Fresno's long-term economic and community goals.

Thank you for your time and consideration.

Sincerely,

Jay Virk

Chief Executive Officer

Bottom Line Group

