

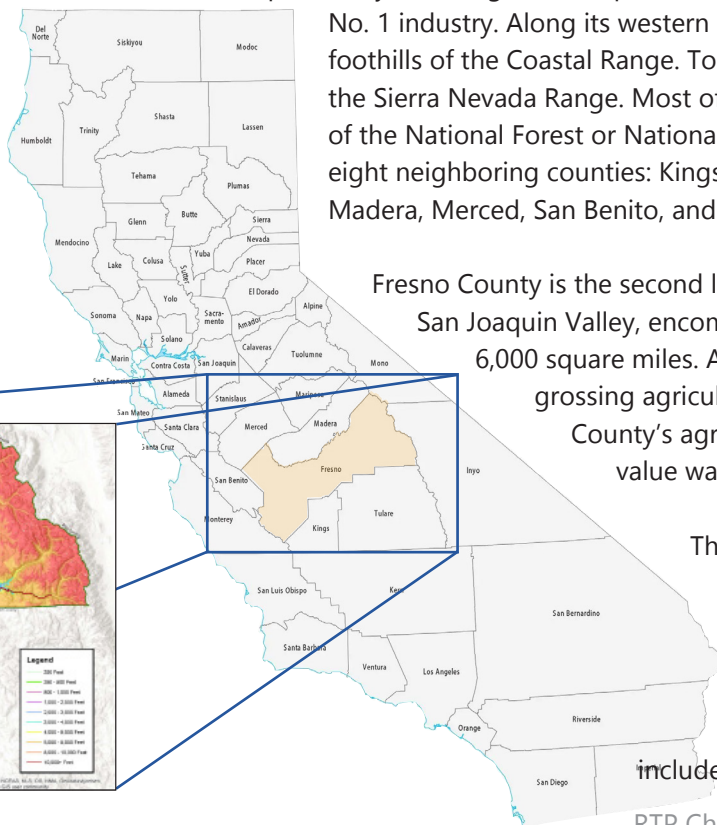


CHAPTER 3 *Fresno Today*

This chapter contains an overview of the Fresno Region's demographics, growth forecast, economy, and existing transportation network.

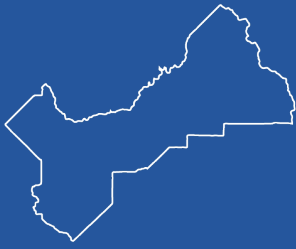
The Region

Located in the heart of California, Fresno County's western and central areas are part of the fertile San Joaquin Valley where agricultural production serves as the region's No. 1 industry. Along its western boundary are the arid foothills of the Coastal Range. To the east are foothills and the Sierra Nevada Range. Most of this area is either part of the National Forest or National Park Service. There are eight neighboring counties: Kings, Tulare, Inyo, Mono, Madera, Merced, San Benito, and Monterey.



Fresno County is the second largest county in the San Joaquin Valley, encompassing approximately 6,000 square miles. As the nation's highest-grossing agricultural county, Fresno County's agricultural products' gross value was \$9.03 billion in 2024.

The county's estimated population in 2025 was 1,037,053, making it the 10th most populous county in California. The county includes 15 incorporated cities



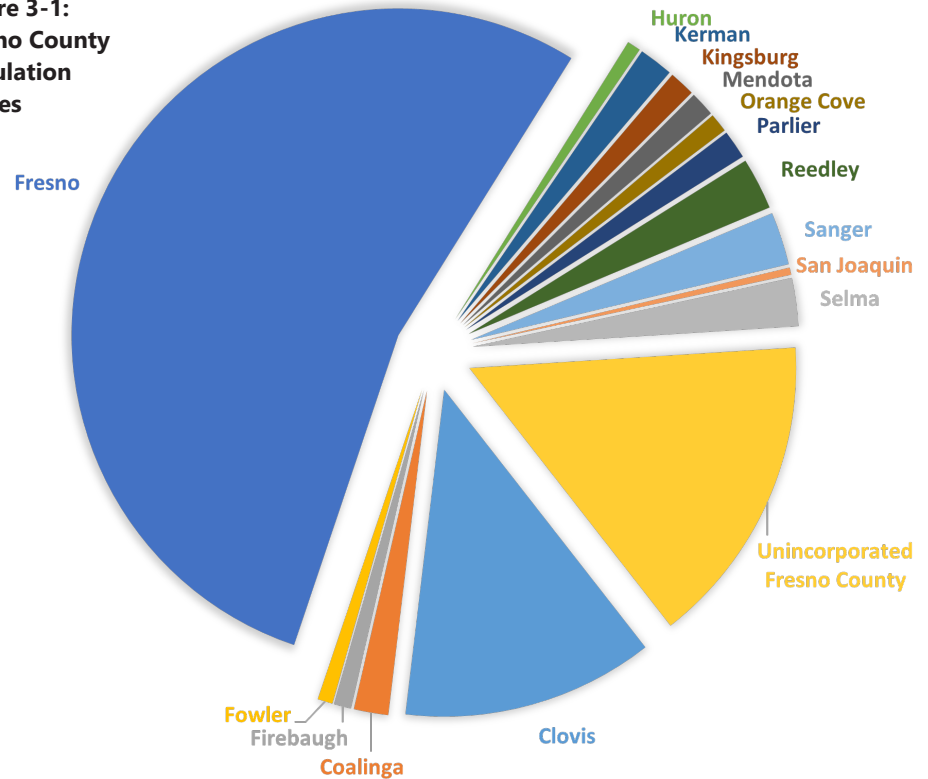
DID YOU KNOW?

There are 15 incorporated cities, and the County contains a federally recognized urbanized area, known as the Fresno-Clovis Metropolitan Area (FCMA), with a population of 732,197. The City of Fresno is now the fifth largest city in the state, with a population of 557,032.

and three Federally recognized Native American tribes. It also contains the Fresno, CA Urban Area—a Census-designated urban area with a 2024 population of 732,197. Within this region, the City of Fresno is the largest city, ranked fifth largest in the state with a population of 557,032.

Table 3-1 lists the population shares for each jurisdiction in Fresno County as of 2025. The City of Fresno contains over half (53.7%) of the county's population, while Clovis captures 12.5%. The unincorporated county contains 15.4% of the population, and the remaining 13 jurisdictions each capture 3% or less of the total population.

**Figure 3-1:
Fresno County
Population
Shares**



**Table 3-1: Fresno County
Population Shares**

Data Source: California Department of Finance, Demographic Research Unit, Report E-1. Population and Housing Estimates for Cities, Counties, and the State, January 1, 2025

Jurisdiction	2025 Population	Percent Share of County
Clovis	129,121	12.5%
Coalinga	17,608	1.7%
Firebaugh	8,714	0.8%
Fowler	7,667	0.7%
Fresno	557,032	53.7%
Huron	6,932	0.7%
Kerman	17,535	1.7%
Kingsburg	13,285	1.3%
Mendota	12,710	1.2%
Orange Cove	9,717	0.9%
Parlier	14,649	1.4%
Reedley	26,603	2.6%
San Joaquin	3,654	0.4%
Sanger	27,037	2.6%
Selma	24,585	2.4%
Unincorporated Fresno County	160,204	15.4%

Figure 3-2: Population Growth Rate Since 1970

As indicated in Figure 3-2, Fresno County’s population growth has outpaced that of California and the United States. During the 50-year period from 1970-2020, Fresno County’s population increased by 144% compared to 98% and 63% for the state and nation

Data source: California Department of Finance. Demographic Research Unit. E-4 Historical Population Estimates for Cities, Counties, and the State, 1970-1980, 1990-2000, 2010-2020; United States Census Bureau, Historical Population Change Data (1910-2020)

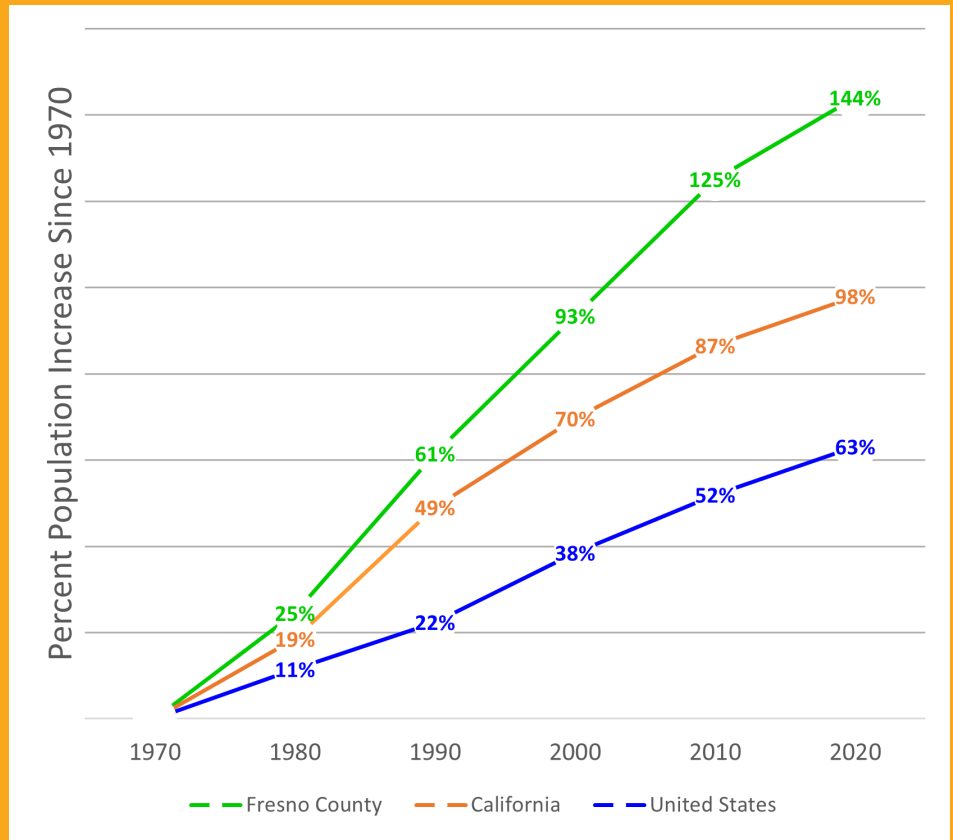


Figure 3-3: Employment By Industry

In 2024, Fresno County once again ranked as the top agricultural-producing county in California and the nation. The region’s growers produced \$9.03 billion in agricultural projects, representing a 5.7 percent increase over 2023. Fresno County has long been a leader in agricultural production and consistently ranks among the top-producing counties in the United States.

As shown in Figure 3-3, agriculture accounts for 7.7% of Fresno County’s jobs. In comparison, only 2.0% of the state and 1.6% of the nation’s jobs are in agriculture. Other major employers in the County are education and health services (26.3%), and retail trade (10.1%).

Data source: Table DP03 Selected Economic Characteristics, 2024 American Community Survey 5-year estimates

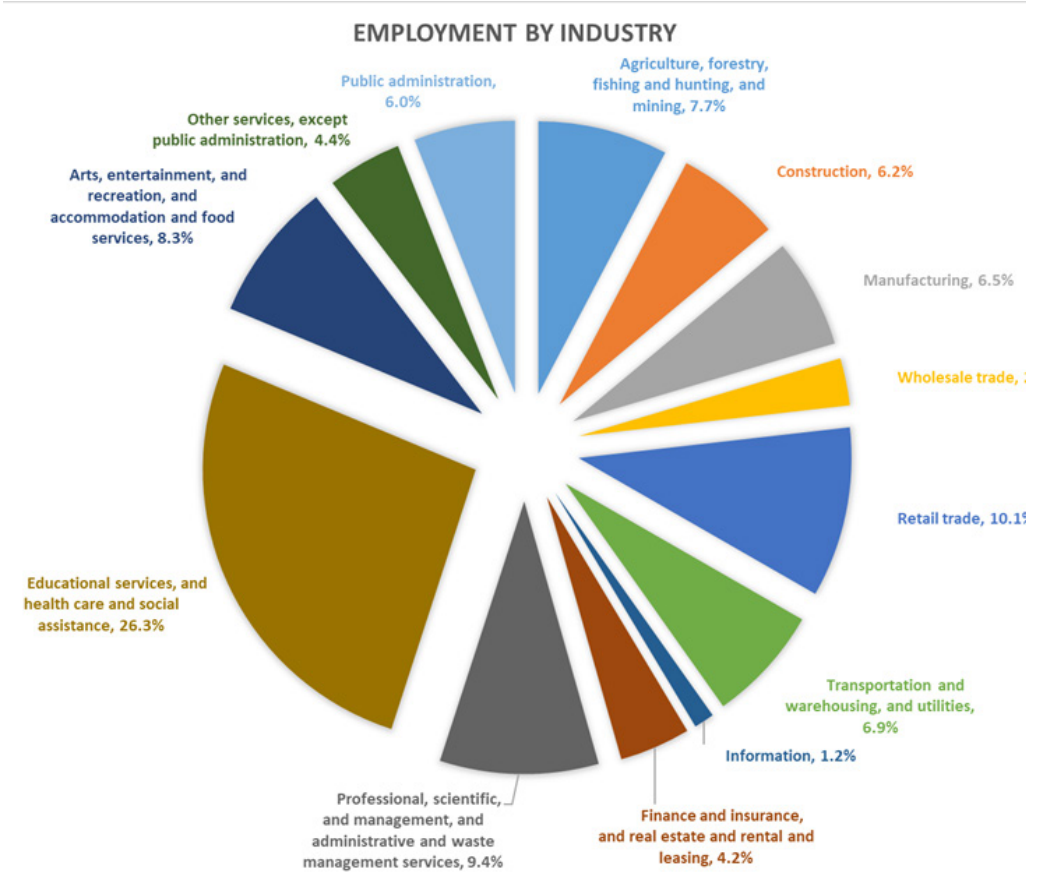


Figure 3-4: Unemployment Rate

Fresno County has historically experienced higher unemployment rates than both the state and the nation. As indicated in Figure 3-4, the county's average unemployment rate for 2020–2024 was 8.7%, in contrast to 6.6% statewide and 5.2% nationally.

Data Source: Table DP03 Selected Economic Characteristics, 2024 American Community Survey five-year estimates

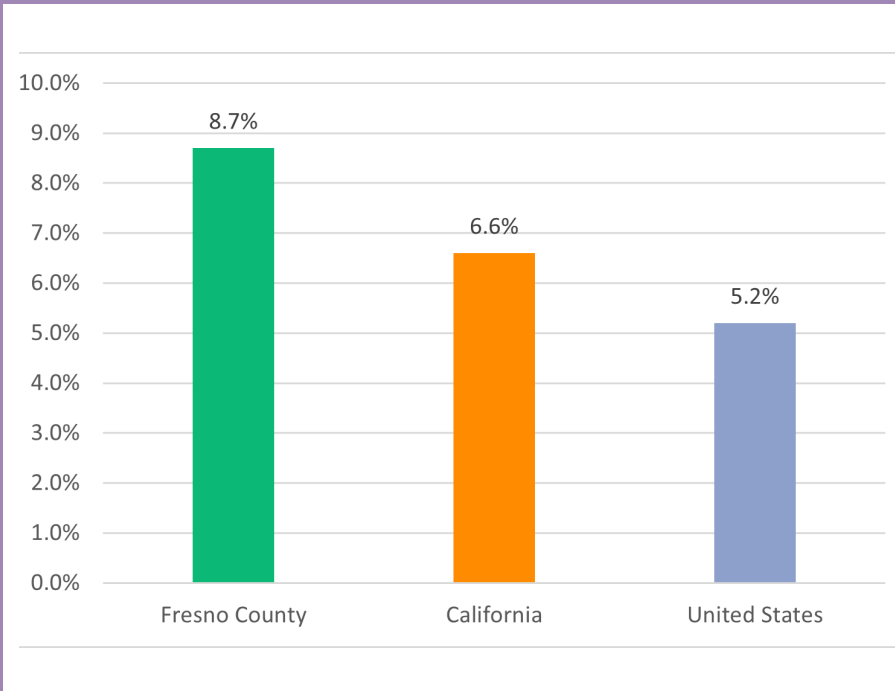


Figure 3-5: Educational Attainment

Educational attainment among Fresno County residents lags behind that of California and the United States. Only 24.7% of residents aged 25 and older have a bachelor's degree or higher, compared with 38.1% statewide and 36.8% nationally. Additionally, 21.3% of residents have less than a high school education, significantly higher than the state and national rates of 15.1% and 10.1%, respectively.

Data Source: Table DP03 Selected Economic Characteristics, 2024 American Community Survey five-year estimates

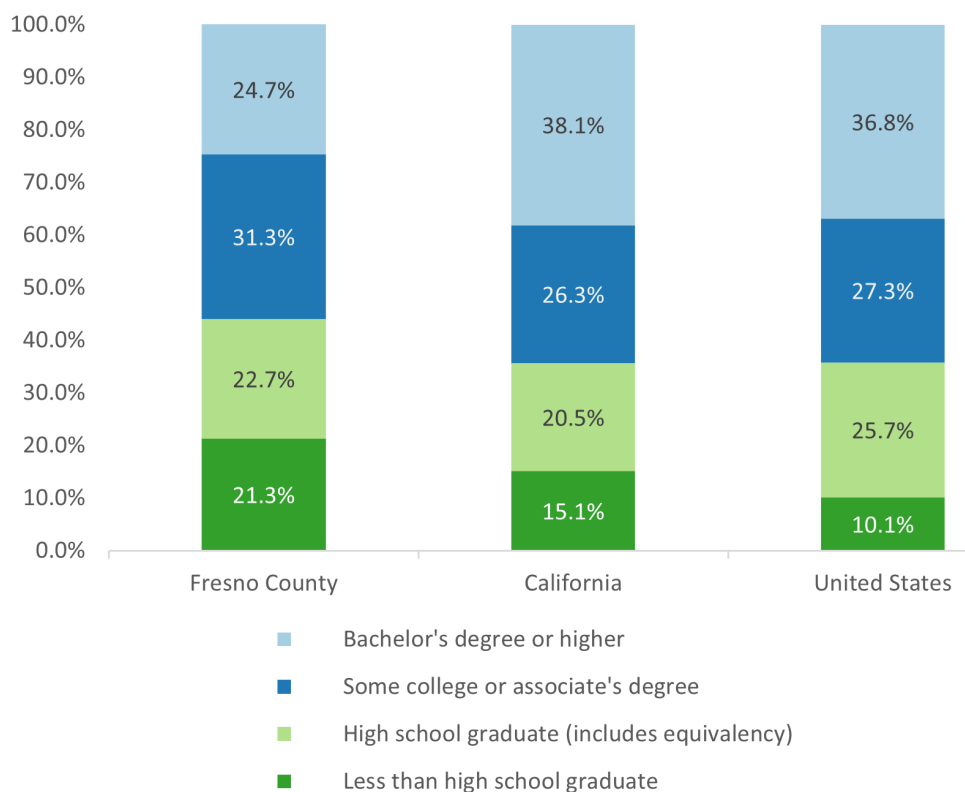


Figure 3-6: Median Household Income

Consistent with higher unemployment rates and lower educational attainment, Fresno County has a relatively low median household income. As Figure 3-6 indicates, Fresno County's median household income is \$74,201, compared with \$99,122 for California and \$80,734 for the United States.

Data source: Table B19013 MEDIAN HOUSEHOLD INCOME IN THE PAST 12 MONTHS (IN 2024 INFLATION-ADJUSTED DOLLARS), 2024 American Community Survey five-year estimates



Figure 3-7: Fresno County Low Income Concentration

The geographic distribution of low-income households in Fresno County based on incomes below 200 percent of the federal poverty level. *Data source: Table C17002 Ratio of Income to Poverty Level, 2022 American Community Survey five-year estimates*

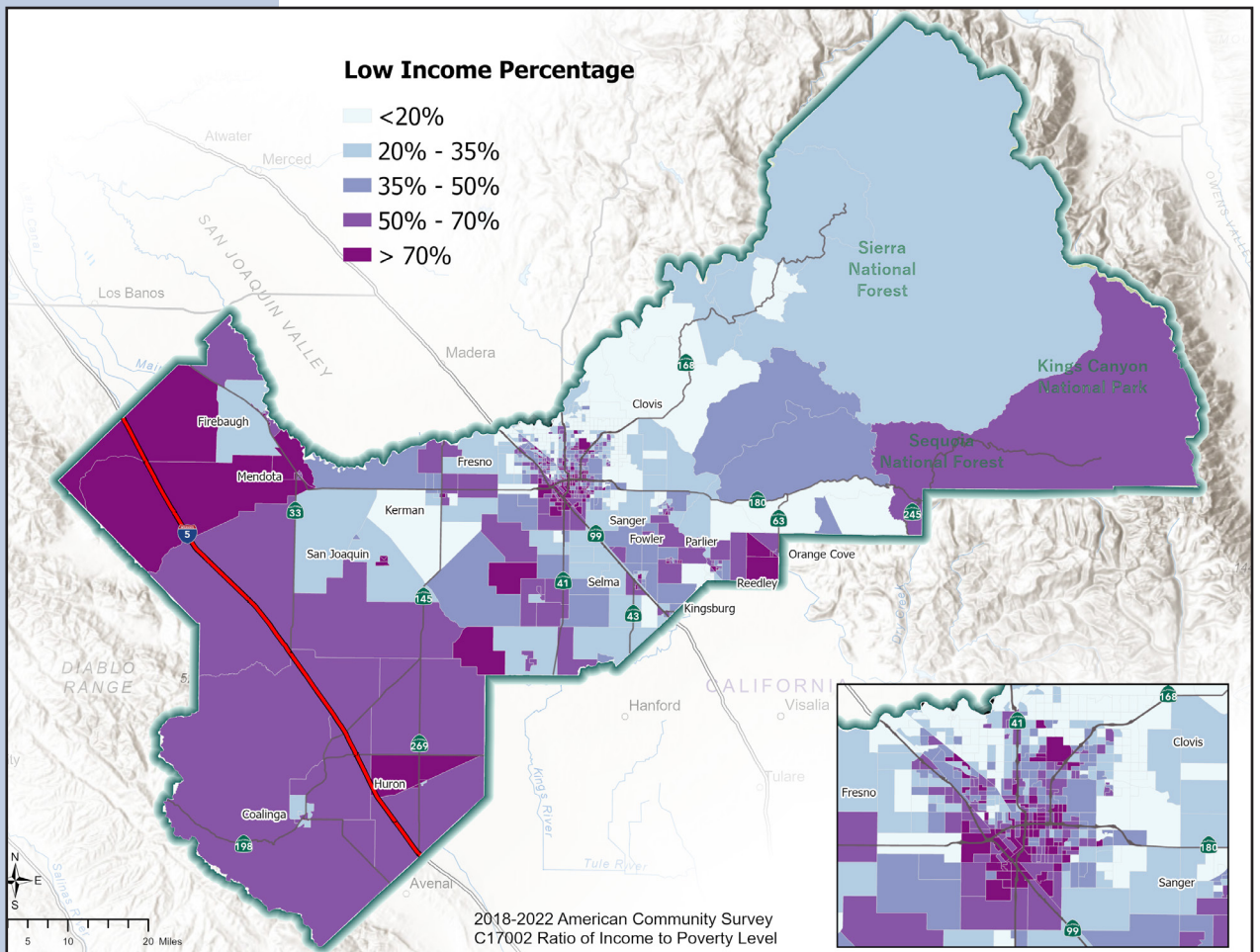


Figure 3-8: Population Under 25 Years Of Age

Fresno County has a younger population than California as a whole and the United States. According to the 2020-2024 American Community Survey, 37.4% of county residents are under the age of 25, compared to 31.1% for both California and the nation.

Data source: Table DP05 ACS Demographic and Housing Estimates, 2024 American Community Survey 5-year estimates

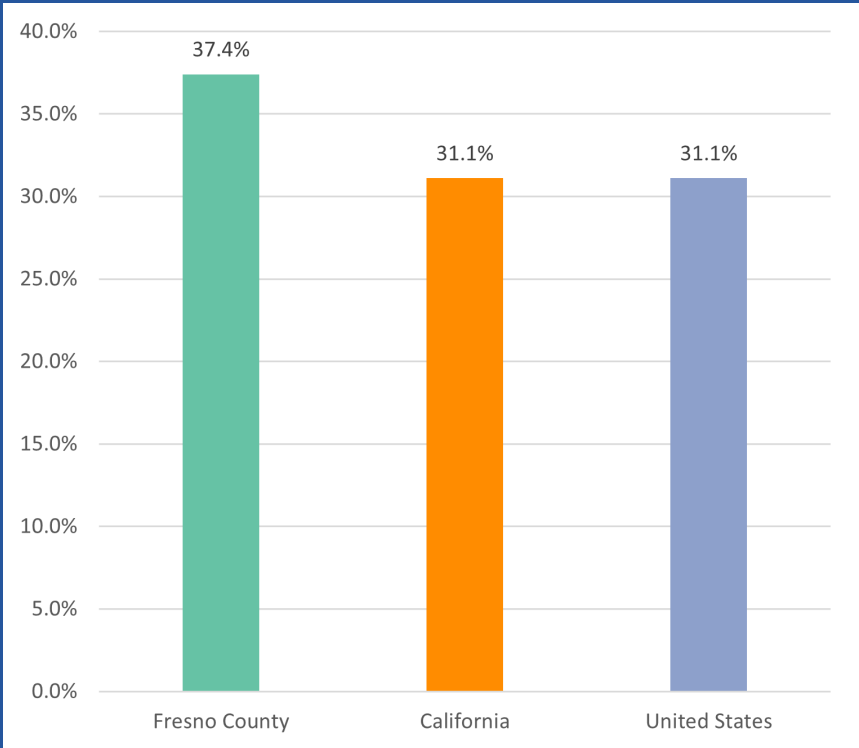
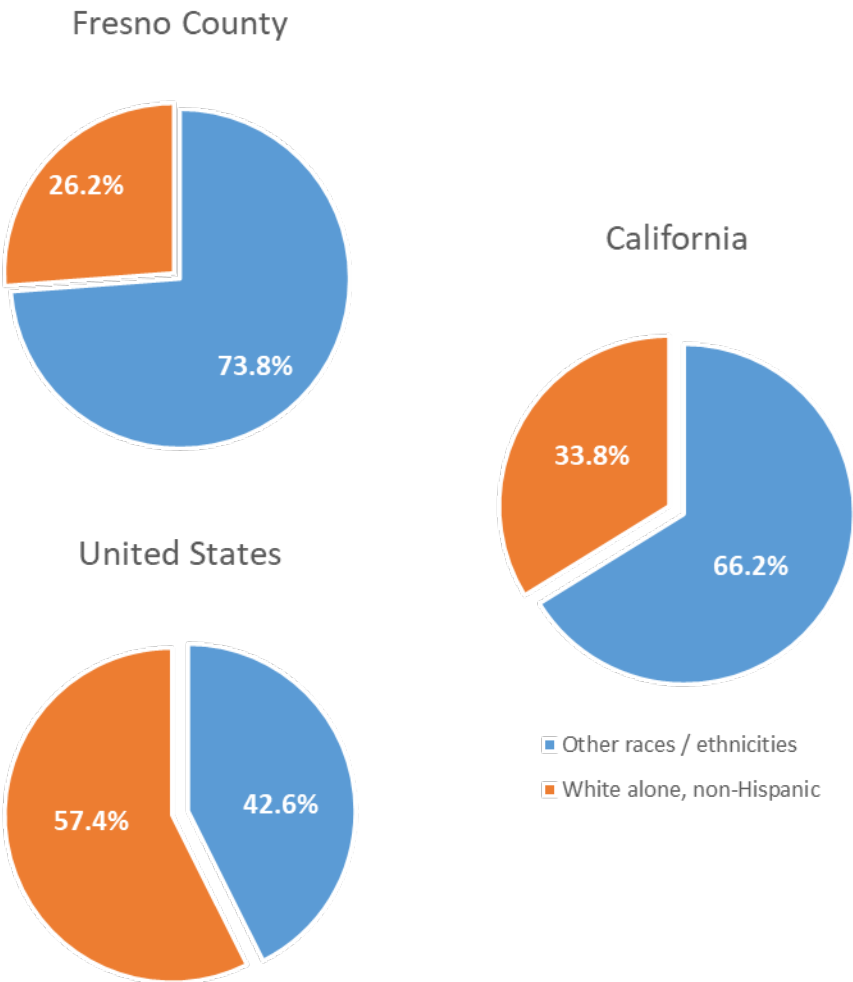


Figure 3-9: Percent Population Non-White Versus White

Fresno County residents are also more ethnically diverse than those of California and the United States. During 2020- 2024, 73.8% of the County’s population identified as a race or ethnicity other than non-Hispanic White, compared with 66.2% statewide and 42.6% nationally as shown at the left.

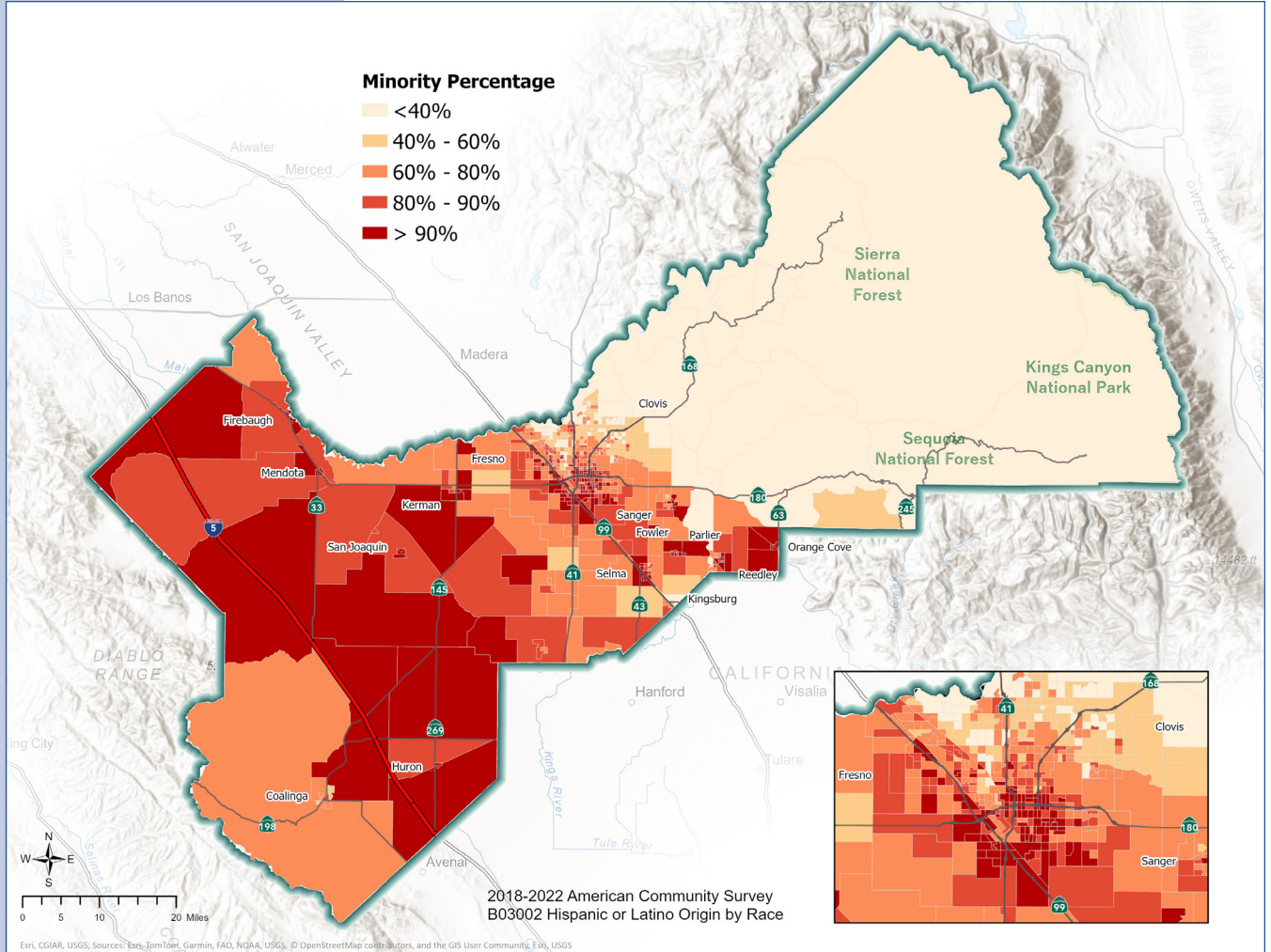
Data source: Table DP05 ACS Demographic and Housing Estimates, 2024 American Community Survey 5-year estimates



**Figure 3-10:
Spatial Distribution Of
Racial and Ethnic
Diversity In Fresno County**

Geographic distribution of minority populations in Fresno County based on the percentage of non-White and/or Hispanic residents.

Data source: Table B03002 Hispanic or Latino Origin by Race, 2022 American Community Survey five-year estimates



Regional Planning Assumptions and Forecasts

Planners consider several factors in developing regional forecasts and assumptions, including regional growth projections for population, housing, and employment. These factors provide the basis for projecting optimum transportation networks, street, highway, and transit loading, and traffic flow. Integrating these regional forecasts and assumptions into local planning policies requires all jurisdictions to be actively involved.

Overview

Changes in population, housing, and employment alter travel demand and travel patterns that affect transportation facilities. By anticipating growth magnitude, distribution and change within the region, today's decisions can capitalize on anticipated growth's positive aspects while minimizing adverse consequences.

Forecasts

Fresno COG used the Fresno County 2023-2060 Growth Projections, updated by Fresno COG and Applied Development Economics (ADE), to inform assumptions in the 2026 Regional Transportation Plan/Sustainable Communities Strategy.

The forecast reflects changing long-term demographic trends. The overall growth rate has been revised downward from prior cycles to align with projections from the State Department of Finance Demographic Research Unit, incorporating updated baseline and demographic data. This adjustment is largely attributed to the 2020 decennial Census serving as a new benchmark, along with declining fertility rates and an aging population. As a result of these updated assumptions, Fresno County's population is projected to grow more slowly, peak around 2055, and gradually decline thereafter.

The unemployment rate and total employment have recovered to pre-pandemic levels since fall 2022. Accordingly, the projections assume stable employment growth over the forecast period.

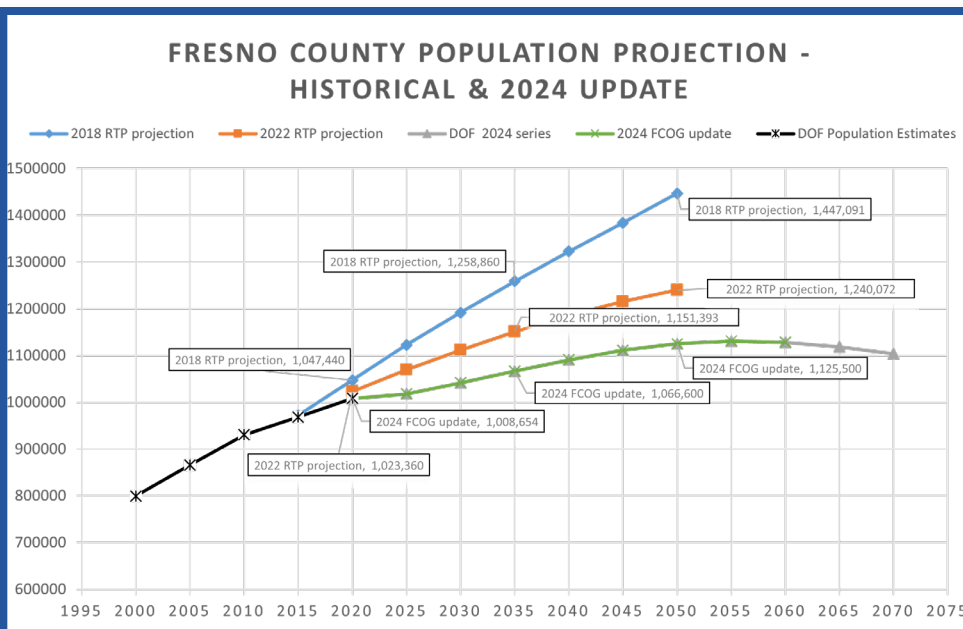


Figure 3-11: Demographic Forecast Updates

The updated forecasts for regional population are compared to the previous years.



The Demographic Forecast Study

Fresno COG updated Fresno County Growth Projections in 2024 with the 2020 Decennial Census, the latest demographic and employment statistics, and consultation with local jurisdictions. The report is published on Fresno COG Demographic Data webpage (<https://www.fresnocog.org/project/demographic-data/>), and is contained in Appendix C. This study includes annual forecasts stratified by the 16 jurisdictions within Fresno County, the spheres of influence of the 15 incorporated cities, and the unincorporated balance of the county geography. It includes two primary forecasts of population and employment, from which are derived other projections related to housing demand and demographics, such as households, housing units, age distribution, group quarters populations, average income, race/ethnicity, school enrollment, etc.

Based on the updated forecast shown in Table 3-2, countywide population is projected to reach 1,125,490 by 2050. This projection assumes a declining average annual growth rate, consistent with historical trends. The County's population grew at an average annual rate of 2.4% from 1970 to 1990, slowed to 1.7% from 1990 to 2010, and further declined to 0.8% a year from 2010 to 2020. Over the next 25 years (2025-2050), the population is expected to increase by approximately 107,540 people, or about 10%, reaching 1,125,490. This corresponds to an average annual growth rate of approximately 0.4%.

Employment Forecast

State and local employment data is organized by major industry sectors to reflect current conditions and trends across Fresno County. Jobs are grouped into economic base sectors, such as agriculture, manufacturing, and logistics, and non-basic sectors, including retail, services, and government.

Overall, employment in Fresno County has recovered to pre-pandemic levels as of late 2022 and is projected to continue growing. Total employment is expected to increase by approximately 61,560 jobs, from 414,750 in 2022 to 476,310 by 2050, reflecting modest long-term growth. Among sectors, the industrial sector is projected to experience the highest growth rate, driven by

**Table 3-2:
Fresno County Population,
Housing, and Employment
Forecasts**

Year	Population	Employment	Households
2022	1,010,550	414,750	327,030
2025	1,017,950	421,150	331,990
2035	1,066,610	442,660	351,590
2049	1,123,300	474,400	366,650
2050	1,125,490	476,310	367,580

continued expansion in goods movement, logistics, and related industries.

Household Forecast

As of 2022, there were 991,830 individuals living in households and 18,720 in group quarters, which include correctional facilities, dormitories, and nursing facilities. There were about 327,030 households in Fresno County in 2022, with an average household size of 3.03 persons. By 2050, the populations living in households and group quarters are projected to reach 1,105,380 and 20,100, respectively. The number of households are projected to grow by 40,550, to 367,580 in 2050. The average household size is projected to remain around 3.00.

Age Group and Race/Ethnicity Forecast

While the overall population is projected to grow at an annual rate of 0.39 percent between 2022 and 2050, older age cohorts (aged 45 and above) are projected to grow at a faster rate. Specifically, the population aged 65 to 74 is projected to increase by 0.75 percent annually, while those aged 75 and older are expected to grow by 2.28 percent per year. By 2050, individuals aged 65 and over will account for 18.7 percent of the total population, compared to 13.9 percent in 2022. In contrast, younger age groups (ages 6 to 34) are projected to decline.

In Fresno County, out of a total population of 1,010,550, Hispanic or Latino individuals represent the largest racial/ethnic group, totaling 546,390 (54.1 percent). White individuals who are not Hispanic or Latino are the second largest group, with a population of 267,220 (26.4 percent). The Hispanic or Latino population is projected to grow to 687,800 (61.1 percent) by 2050, an increase of 141,420 individuals between 2022 and 2050. In contrast, the White alone, not Hispanic or Latino population is expected to decline to 219,240, a decrease of 47,980 from its current level.

Land Use Planning

Each of the 15 incorporated cities and the County itself bears responsibility for land-use planning and development within the region. In 1983, the three largest jurisdictions (the cities of Fresno and Clovis and the County of Fresno) negotiated the "Joint Resolution on Metropolitan Planning" that defined an urban boundary coterminous with the spheres of influence that the Local Agency Formation Commission (LAFCo) adopted and required that the boundary not be amended without all parties affected by the change agreeing.



Household Forecast		
	2022	2050
Number of individuals	1,010,550	1,105,380
Number of households	327,030	367,580
Average Household size	3.03	3.00

Age and Race/Ethnicity Forecast		
	2022	2050
Total population	1,010,550	1,105,380
Persons 65 and older	13.9%	18.7%
Latinos	546,390 (54.1%)	687,800 (61.1%)
Whites/Non-Latinos	267,220 (26.4%)	219,240 (19.5%)





This arrangement ensures that all sphere of influence expansions have concurrence from the other impacted jurisdictions prior to moving forward to LAFCO for approval. In addition, sales tax agreements negotiated between Fresno County and the cities contain land-use provisions that require consultation and adherence to certain conditions, or risk the ability to annex, as well as possible legal sanctions. These provisions include measures assuring that annexations are orderly, leapfrog development is avoided, and urban growth is directed to the existing cities' boundaries (meaning that annexation takes place prior to development).

Each of the three above-mentioned entities have general plans last updated as follows:

City of Fresno - The City of Fresno formally adopted its general plan in December 2014.

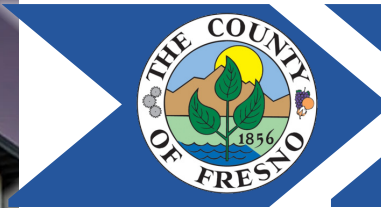
City of Clovis - Clovis formally adopted its general plan update in August 2014.

County of Fresno - The County adopted its updated General Plan in February 2024. Fresno COG adopted the Sixth-Cycle Regional Housing Needs Allocation (RHNA) Plan in November 2022, establishing housing targets for each jurisdiction for the 2023–2031 planning period and reinforcing the need for coordinated regional planning.

Owing primarily to the twin challenges of climate change and housing scarcity, regional coordination and consensus will be more important than ever over the next three decades as to the direction population growth must take to maximize resources.



October 2024



December 2014



August 2014



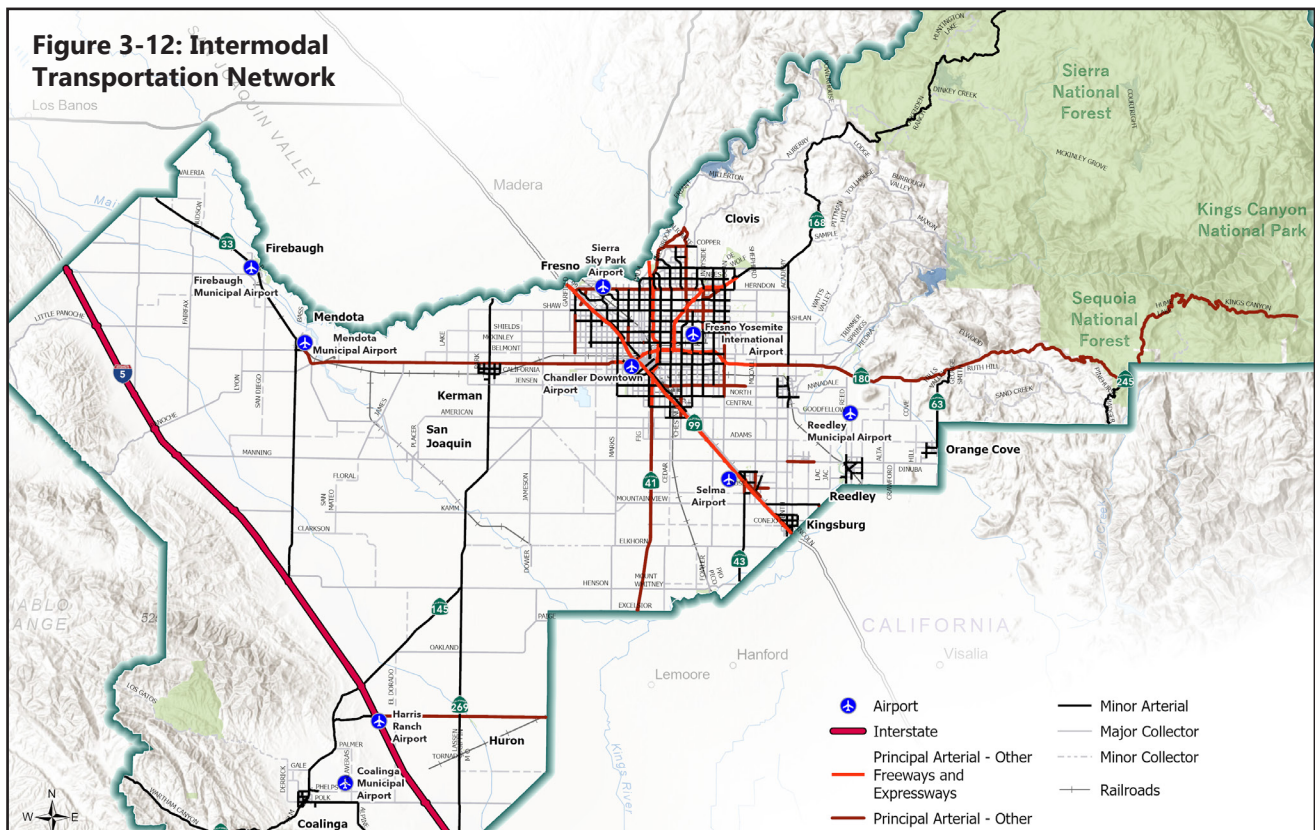
Multimodal Network Overview

Transportation planning has relied heavily on analyzing separate and discrete transportation modes; however, as planners address congestion and air pollution, there is a growing awareness that solutions must be evaluated within the context of an integrated system rather than by individual mode only. This approach considers Fresno County's specific characteristics, which may affect travel demands, including but not limited to the following:

- Fresno is the San Joaquin Valley's major population center
- Fresno County contains Kings Canyon National Park, as well as the Sierra and Sequoia National Forests
- State Route 41 north is the primary corridor to Yosemite, one of the two most visited national parks in the nation. More than 4 million people visited Yosemite National Park in 2025.
- As the largest farm commodities producer in the world, Fresno County has a strong "farm-to-market" travel demand affecting local roads and the state highway system. Freight movement occurs throughout the county, as farm agricultural and other commodities are brought to market and onto interregional routes

- The county is crossed by two north-south corridors, State Route 99 and Interstate 5, each of which is vital to the statewide transportation network
- Recreational trips are served by several State highways: Routes 33, 168 and 180
- Amtrak San Joaquin serves Fresno and is experiencing increasing ridership, despite limited rail service to Sacramento and a lack of service to southern California
- While the distances among destinations and low housing densities have encouraged automobile travel, there are still both urban and rural populations that rely on public transit service. The transit systems are responsible for meeting State and Federal farebox and ridership requirements
- Fresno-Yosemite International Airport provides a hub airport to its service area of six counties
- The climate and terrain are compatible with bicycle ridership for short commutes and recreational trips
- Existing rail lines offer potential for an expanding share of commodity movement

Any ultimate state of multimodal transportation service would be a system in which a traveler could make a "seamless" journey with connections between modes,





taking minimum effort and involving little delay. Currently, such an ideal state can be reached only in the country's largest and densest cities. In these areas, land-use densities and developed commuter rail lines, subways, transit buses, trolleys, airport shuttles and taxis offer a variety of choice and scheduling flexibility that make travel times and accessibility reliable. In the San Joaquin Valley, where cities have experienced much of their growth since the automobile's debut, residential densities tend to be comparatively low, with streets and land uses designed to encourage automobile use and storage.

During hot summer days when upper temperatures can remain around 100 degrees, an air-conditioned car is highly attractive. It will require an even stronger commitment to air quality and quality-of-life goals in Fresno County to make the changes needed to implement the "seamless" multimodal system. It involves people making conscious choices to use alternative transportation modes and providing those alternate systems in a manner that encourages their use. To succeed, those efforts would have to focus on long-term improvements as shown in the following graphic.

- Increasing land-use intensity and residential densities, particularly along transit corridors or those planned for future light rail systems
- Promoting mixed land-use districts that enable working, shopping and recreation accessible by foot or bicycle, and that are served by centrally located transit routes (the Tower District in Fresno, Clovis' Old Town and many of the County's small cities serve as examples built more than 50 years ago)
- Expanding transit systems and service frequency
- Developing connecting bikeway systems and encouraging their use

- Improving connectivity between transit and rail, transit and air travel, cycling and transit, etc.
- Reserving future "park-and-ride" opportunities
- An organized public education effort
- Appropriate financing, including both operational and capital investment

Multimodal Network Necessary Improvements



Increase land use intensity and residential densities



Promoting mixed land use districts



Expanding transit systems and service frequency



Developing connecting bikeway systems and encouraging their use



Improving connectivity between all transit



Reserving future "park-and-ride" opportunities



Organized public education effort



Appropriate financing in operational and capital investment

Highways, Streets and Roads



Fresno County has an extensive planned system of streets and highways intended to satisfy users' transportation needs. The transportation system also plays an important role in the region's economy, helping move both people and goods. As one of the top three agricultural counties in California, with a gross production value of nearly \$7.98 billion in 2020, Fresno's economy is dependent on moving agricultural goods efficiently from farm to market. In most cases, at least the first leg of the farm-to-market route is via the street and road network. Most trips within Fresno County rely on trucks and automobiles using the streets and highways network.

This section identifies the existing system and recognizes streets and highways of regional significance to describe the future streets and highways network. While the needs assessments and the planned highway improvements to meet those needs are presented in this document, financing remains a major concern. The people of Fresno County made a commitment in 2006 to the future transportation system by choosing to continue a sales tax over a 20-year period (Measure C) aimed at improvements to the regional and local transportation network. Unfortunately, this anticipated revenue still is not sufficient to finance the requisite long-range transportation improvement needs. This Plan's Financial Element comprehensively discusses the various alternative strategies for financing the regional transportation network.

Existing System Inventory: Regionally Significant Road System

Fresno COG, in conjunction with its member agencies and Caltrans, has developed a "regionally significant road system" for transportation modeling purposes based on the Federal Highway Administration's (FHWA) Functional Classification System of Streets and Highways, plus additional facilities of regional significance.

Functional classification refers to classes or systems into which streets and highways are grouped according to the service they provide. This process recognizes that individual roads and streets do not serve travel independently. Rather, most travel involves movement through a roadway network.

Functional classifications examine how this travel can be channeled within the network in a logical and efficient manner. They define the nature of this channeling process by first defining the role that any particular road or street should play in serving the flow of trips through a highway network.

In general, the regionally significant system helps maintain and improve access among cities, accommodate high levels of service to and within the Fresno-Clovis Metropolitan Area and links regionally significant commercial, educational, industrial and recreational facilities. The regionally significant system criteria includes functional classification, service and connections to regional facilities, and present and projected use. Environmental Protection Agency (EPA) regulatory guidance clearly requires specific air quality conformity discussion and analysis for all facilities shown on the regionally significant system.

The regionally significant system in Fresno County serves all county residents, not just those within urbanized areas. The rural highway system accommodates

not only people but is a particularly vital aspect of the freight-based economy. The intracounty road linkage of freight to processing plants and later, finished goods to other regions is essential.

Urban Mass Transportation

Mass transportation is an economical mode of moving large numbers of people to designated places by bus or train. Mass transportation in Fresno County consists of both public transit and Amtrak San Joaquin rail passenger service.

Public transportation may be operated by either the public, private or non-profit sector of the economy. Service may be provided in either a conventional manner, such as fixed-route, scheduled service, or as a “demand responsive” service. Public transportation may take the form of shared-ride taxis, car- and vanpools, subscription bus services, transportation network companies and specialized, accessible service for disabled persons. Attention will continue to focus on transporting disadvantaged populations, including low-income, elderly and disabled persons; however, effort must also be directed toward other mass transportation challenges, including improving air quality, reducing congestion and expanding service for an ever-increasing population.

If public transportation is to play an effective role in addressing these issues, transportation policy must place a greater emphasis on providing attractive alternatives to the private automobile.

Legislative mandates, including the Americans with Disabilities Act (ADA) of 1990, the federal Clean Air Act Amendments (CAAA) of 1990, the California Clean Air Act and the California Air Resource Board’s (CARB) Transit Fleet Rule have had a profound impact on public transit. The ADA brought about many changes for transit operators, including requirements to provide accessible buses, trains and facilities for the disabled. The ADA-mandated comparable paratransit service by fixed-route operators and assurances that transit facilities will include accessible features.

The 1990 Federal Clean Air Act Amendments significantly strengthened transportation and air quality regulations. The Act requires substantial emission reductions from the transportation sector and establishes conformity requirements to ensure that reductions are achieved. From a transportation perspective, the California Clean Air Act requires air pollution control districts to adopt and implement regulations to reduce emissions from indirect and areawide sources and to encourage ridesharing, vanpooling, flexible work hours and increased multi-passenger trips through mass transit or other measures to reduce vehicle use.

As a result of these legislative mandates, both public and social service transportation systems have modified fleet replacement programs to include clean-fuel and alternative-fuel vehicles. The cleaner vehicles are more expensive to purchase and maintain. Operators have also made significant service changes to comply with legislated requirements, including service designed to meet ADA mandates. The ADA has required significant capital. The Social Transportation Improvement Act of 1979 encourages social service transportation coordination and consolidation. It enables up to 5% of the County’s LTF monies to be set aside to improve social service transportation.



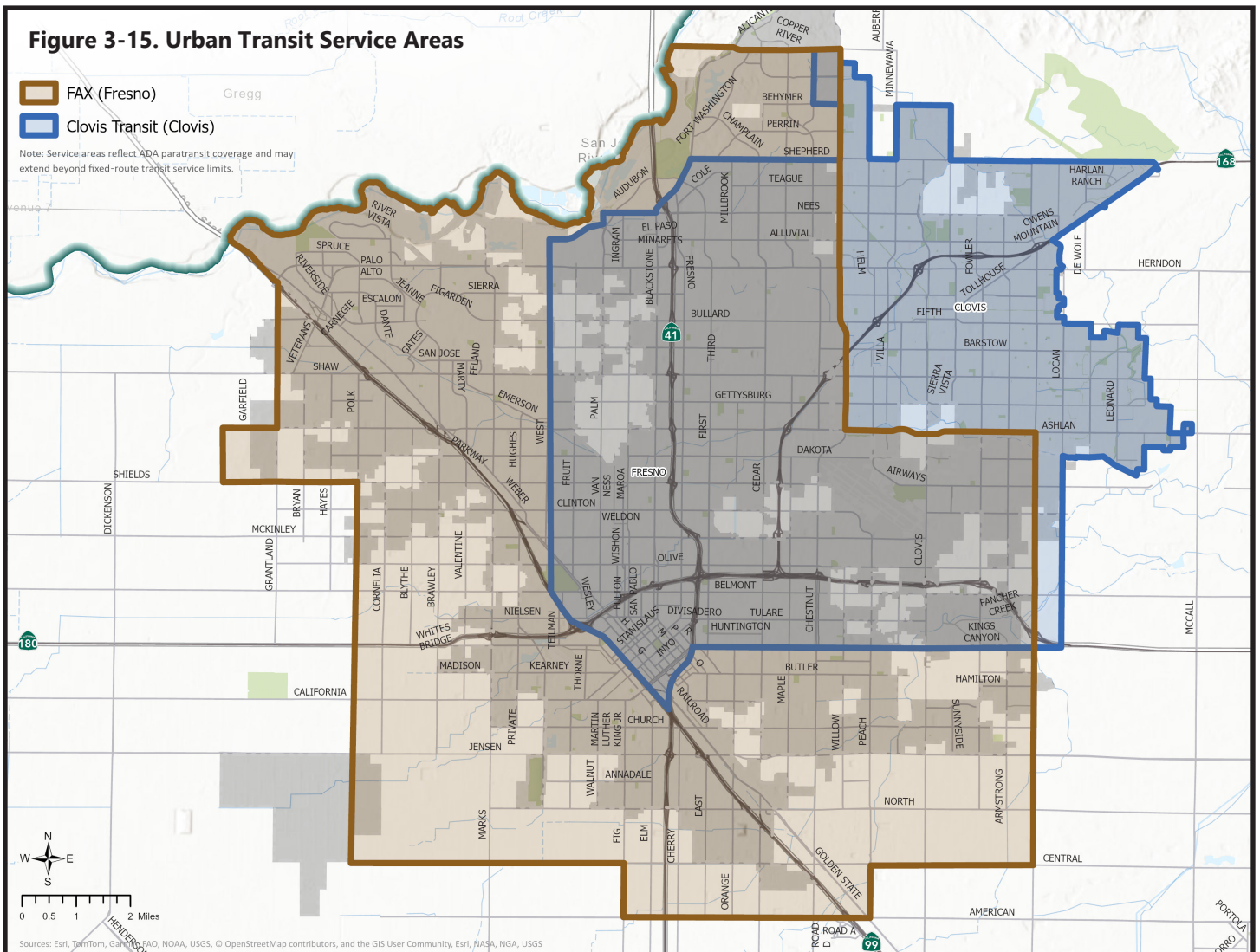


Employment and Temporary Assistance to assess transit services for CalWorks recipients.

Social service transportation in Fresno County is being guided in a direction consistent with the Social Service Transportation Improvement Act of 1979 (AB 120), designed to improve social service agencies' transportation service through coordination and consolidation. Fresno COG designated three Consolidated Transportation Service Agencies (CTSAs) within Fresno County. They include: the Clovis CTSA, the Fresno Metropolitan CTSA and the Fresno County Rural CTSA. The CTSAs are responsible for consolidating their existing services to achieve cost savings. Notwithstanding the social service agency consolidation efforts, the CTSAs are also to coordinate their services, to the maximum extent possible, with existing public and private transportation providers.

Existing System Inventory: Fresno-Clovis Metropolitan Area (FCMA)

Fresno Area Express (FAX), a department of the City of Fresno, is the major public transportation provider in Fresno County. FAX provides two types of public transportation service: the fixed-route service for general public riders, and Handy Ride, a demand-responsive service designed for individuals who, because of an impairment or disability, are unable to use the regular fixed-



route bus service. The fixed-route network follows a modified grid pattern with intersecting north-south and east-west bus lines. The Handy Ride demand-responsive system provides complementary paratransit service as required by the Americans with Disabilities Act (ADA) of 1990 to paratransit-certified disabled persons.

The City of Clovis also provides public transportation in the FCMA. Clovis operates two types of service: Clovis Stageline, a general public fixed-route service, and Round-Up, a demand-responsive paratransit service. Stageline operates on two routes -- each on 30-minute headways -- and two express routes that operate on school days only. The routes are scheduled to coordinate with FAX service whenever feasible to simplify transfers between Stageline and FAX routes.

Clovis Round-Up provides demand-responsive transportation service for the elderly and disabled within the city's sphere of influence. The City of Clovis and the County of Fresno also contribute funds to FAX through formal contracts to provide fixed-route and paratransit services to and within Clovis and to unincorporated County areas within the FAX service area. Clovis provides fixed-route services on weekdays and demand-responsive service Monday through Friday in Clovis and Fresno, and seven days a week within Clovis using wheelchair lift-equipped vehicles. The City of Clovis designated its Round-Up services as a 100% CTSA function. Measure C local funding augments fare revenue to provide the necessary match for Transportation Development Act Article 4.5 funding.

Existing System Inventory: Intercity Ground Transportation Amtrak Gold Runner

The San Joaquin Joint Powers Authority manages Amtrak's Gold Runner rail service, with financial support from Caltrans and operations provided by Amtrak. The service offers seven round-trip trains daily, linking Fresno with Hanford, Corcoran, Wasco, and Bakersfield to the south, and Madera, Merced, Modesto, Stockton, Antioch, Martinez, Richmond, Emeryville, and Oakland to the north. Two round-trip trains continue on to Sacramento.

SJJPA augments the Gold Runner rail service with an extensive system of throughway buses that offer guaranteed connections at train side. At Bakersfield, eight buses fan out to cover destinations all over Southern California and Nevada, including Las Vegas, San Diego, Orange County, Los Angeles, Ventura and Santa Barbara. At Stockton, Sacramento, and Martinez, throughway buses connect to multiple destinations, including Napa, Petaluma, Santa Rosa, Eureka, Arcata, South Lake Tahoe, Reno, Sacramento, Davis, Chico and Redding.

Existing System Inventory: Greyhound

Greyhound provides frequent daily service from Fresno to a variety of points within California. Destinations served north of Fresno include Hayward, Sacramento, San Francisco, San Jose and Stockton. Destinations south of Fresno include Visalia, Bakersfield and Los Angeles. Connecting service is available to San Diego (via Los Angeles) and Yosemite National Park (via Merced).





Amtrak Train loading passengers at the Downtown Fresno Station



Amtrak/Greyhound Station in Downtown Fresno



YARTS Bus providing service to and from Yosemite National Park

Existing System Inventory: Transportes Intercalifornias

Transportes Intercalifornias provides three daily trips from Fresno to Los Angeles, with connecting services onward to Santa Ana, San Ysidro and Tijuana. There are also two daily trips to San Jose with service to the west side of Fresno County and two daily trips to Stockton, with service to the northern Central Valley.

Existing System Inventory: Yosemite Area Regional Transportation System

Yosemite Area Regional Transportation System (YARTS) is public transit in the Yosemite region, with buses entering Yosemite from Merced, Mammoth Lakes, Sonora, and Fresno. Merced County Association of Governments manages the system.

Fresno County Rural Area Public & Social Service Transportation

Fresno County's rural communities are served by a combination of common carriers, general public and social service providers.

Rural Intercity Ground Transportation

The rural transportation network leverages limited services regional common carriers provide. Common carriers include Greyhound, Orange Belt Stage Lines, and Transportes Intercalifornias. Their services generally rely on portions of state highways and provide very limited service to a few of the county's incorporated cities.

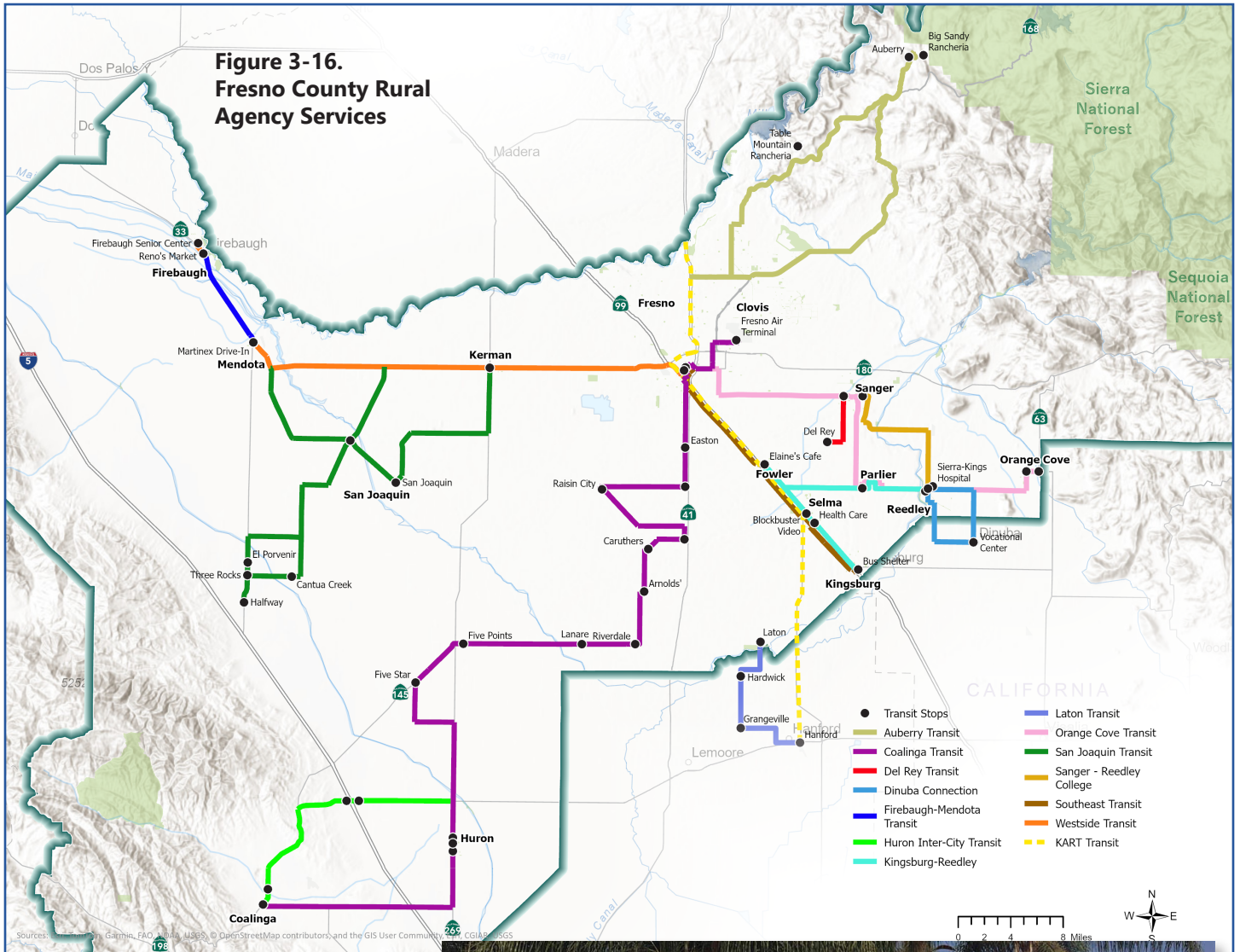
Rural General Public Transportation

Fresno County Rural Transit Agency (FCRTA) operates as the primary provider for rural general public transportation. The Joint Powers Agency was formed in 1979 to address the rural incorporated cities' transit needs, including: Coalinga, Firebaugh, Fowler, Huron, Kerman, Kingsburg, Mendota, Orange Cove, Parlier, Reedley, Sanger, San Joaquin, Selma and Fresno County. FCRTA provides fixed-route services that link communities with each other and the Fresno-Clovis Metropolitan Area.

The services specifically address elderly, disabled and general public patrons' needs. All vehicles continue to be accessible to frail elderly and disabled passengers in compliance with the Americans with Disabilities Act.

Rural Social Service Transportation

Fresno COG has designated FCRTA as the rural Consolidated Transportation Service Agency. FEOC is the lead agency responsible for overall program administration, including acting as liaison with social service agencies, data collection, development and implementing the rural CTSA operations program and budget (OPB), executing service contracts and related administrative tasks. FCRTA administers the Transportation Development Act (TDA) Local Transportation Fund (LTF), provides technical assistance and evaluates operator performance.





“Vanpooling is great for me. Because of my hour commute, Vanpooling made the most sense. I pay my share for the Vanpool expenses, but I don’t wear down my own car or use my own gas going to work.”

The rural CTSA receives a share of these funds on a population ratio basis between the urban and Clovis CTSA. TDA/LTF Article 4.5 revenues, contract service revenues and fare box revenues fund CTSA operating costs. TDA funding must be matched with contract revenues and farebox revenues on a 45%, 45%, and 10% (45/45/10) basis.

The rural CTSA process primarily involves four types of coordinated transportation services provided through vehicle timesharing, ridesharing, consolidation, and maintenance. Annually, the rural CTSA prepares a comprehensive operations program and budget that reflects its specific work program for the coming fiscal year.

Carpool and Vanpool

Carpool Subsidy Programs

The Measure C Carpool Incentive Program, also known as “CarPerks,” is open to carpool and vanpool participants who rideshare to or from locations throughout Fresno County and are 18 years or older. Participants must have their car or vanpool either start and/or end in Fresno County. If a car or vanpool meets the requirement, it can qualify to enter a “Commuter Log” and receive “Commuter Points.” The more times participants rideshare and submit Commuter Logs, the more Commuter Points they receive and the more prizes may be redeemed.

Vanpool Subsidy Programs

The Measure C Commuter Vanpool Subsidy Program, also known as “VanPerks,” offers subsidies and reimbursements to help commuters reach their destinations safely by using cost-effective alternatives instead of driving alone. Subsidies and reimbursements are given to approved vanpools from approved leasing companies. Vanpools must start in Fresno County and have a minimum of seven passengers (one driver and six riders). Vanpools must operate at least five days per week unless participants work full-time on an alternate work schedule requiring fewer commuter days. This program helps improve air quality and alleviate traffic congestion in Fresno County by reducing the number of cars on the road.

The Measure C AgWorker Vanpool Program offers subsidies to help agricultural workers cover transportation costs when riding in an approved vanpool. The program supports vanpools that start in Fresno County, include at least seven riders (one driver), and use an authorized vendor. Eligible vanpools can receive a \$30 per day subsidy for up to one year, renewable annually.

Information outlining vanpool subsidies is available on Fresno COG’s website at www.valleyrides.com.

Are you looking for more transportation options?

Valleyrides is your online commuter guide to getting around the Central Valley. Discover programs to reduce your commuting costs, locate your bus, explore bikeways and trails, and much more. Explore our programs below!

- CarPerks!
- VanPerks
- Senior Scrip
- Bicycling
- Transit Operators

Click on the program icons to learn more.

Not sure where to start?

Check out the Fresno County Transportation Guide to start exploring Fresno County today by public transportation!

[Learn More](#)

Find a Ride, Share a Ride

Valleyrides.com is a secure, confidential ride-matching service. Simply register with your email, commute details, and schedule to get a list of compatible carpool matches.

[Get started today!](#)

Rideshare Calculator

Estimate the cost of your commute using the various services below.

How many miles is your commute (one-way)?

How many days a week do you commute?

Cost Per Round Trip
\$6.00

Cost Per Week

MORE TOOLS

Check Road Conditions in Real Time

Use Caltrans QuickMap to see live traffic.



Aviation

There are nine public-use airports in Fresno County, along with portions of Naval Air Station Lemoore. Specific facilities' precise location, design, and detailed costs are contained in the individual airport facilities' master plans. The master plans address long-term planning goals, potential land use, noise and safety impacts, and the means by which to implement the short- and long-range improvements. Delineating airport impacts on the surrounding land is an integral next step in the master plan process.

Airport Land Use Commission

Fresno Council of Governments assumed responsibility from the County of Fresno to staff the Airport Land Use Commission (ALUC) in 2008. The ALUC reviews land use and land-use changes, rezoning applications, zoning ordinance text amendments, airport master plans, and building regulations proposed by local jurisdictions located in Fresno County airport influence areas.

This review process determines plan and project consistency with the Fresno County Airport Land-Use Compatibility Plan (ALUCP) for noise, safety, airspace protection, and aviation easement and protection. The Fresno County Airport Land Use Compatibility Plan was updated and adopted in December 2018. The latest plan amendment was completed in October 2023. COG member agencies with jurisdiction over an airport also incorporate these policies into their airport master plans, general and specific plans, and other general planning efforts.

State and Federal funding agencies require regional airport system planning to inventory facilities, evaluate needs (both on the airport and regarding aircraft activity in the surrounding areas), forecast demand, and determine funding levels and apportionment. The California Aviation System Plan's Central California region is integrated into the California Aviation System Plan (CASP) and, ultimately, into the National Plan of Integrated Airport Systems (NPIAS), which identifies existing airport relationships on a state and national level, as well as service and facility needs. All non-NPIAS airports are considered for improvement through state funding, since they are not eligible for Federal funding.

Many of the public airports in Fresno County are subsidized by the jurisdictions' general funds; however, capital improvement costs cannot be met by local funding sources alone. Neither the Federal Airport Improvement Program (AIP) nor the California Aid to Airports Program (CAAP) adequately fund airports in Fresno County.

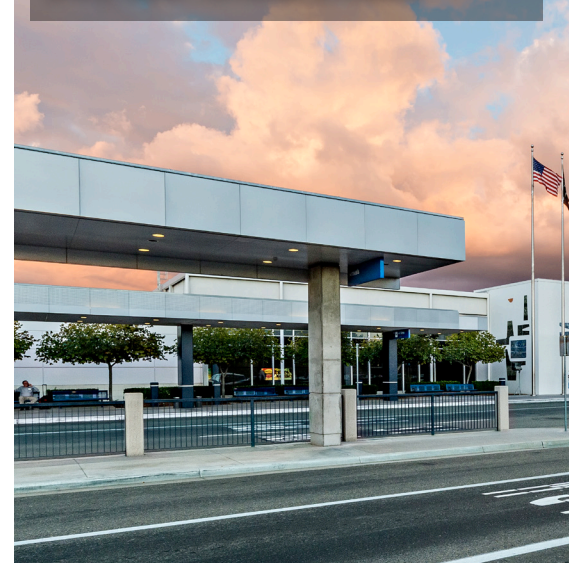
Existing System Inventory

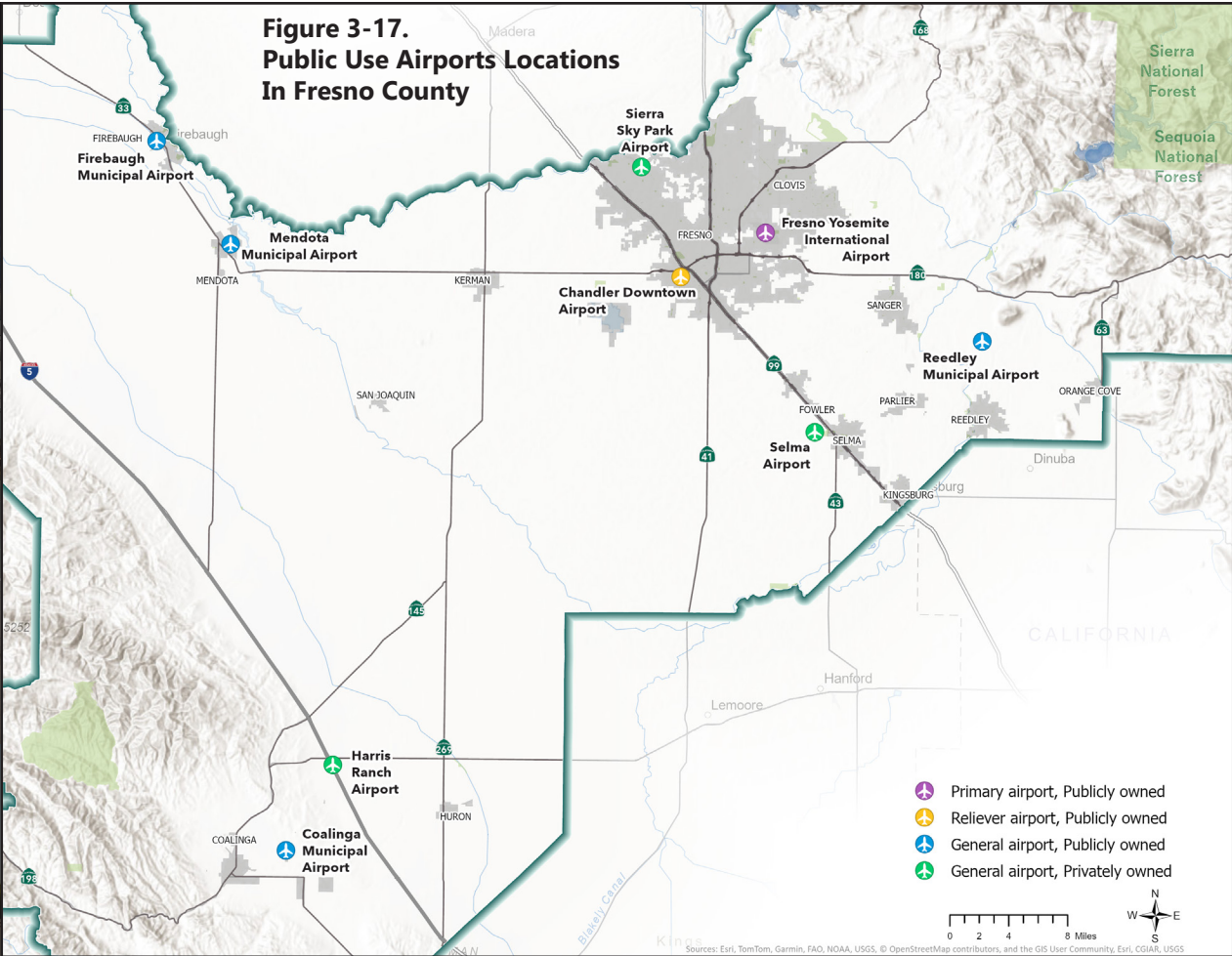
Caltrans' Division of Aeronautics prepares the California Aviation System Plan (CASP) as a multi-element plan intended to develop and preserve a system of airports responsive to statewide needs. A segment of the CASP includes all public-use airports in Fresno County (dot.ca.gov). The Capital Improvement Plan (CIP) is a 10-year compiled listing of capital projects, predominantly based on general aviation airport master plans or other comparable long-range planning documents. The CIP allows Caltrans' partners to help coordinate its ongoing statewide aviation system planning and project funding effort.

Fresno Yosemite International Airport (FAT)



Fresno Yosemite International Airport (FAT) Main Terminal Entrance





Fresno Chandler Executive Airport

The CIP is updated biennially, per California Public Utilities Code (CPUC) section 21704. These updates provide the basis for funding program development, which consists of airport development and land use compatibility plan projects selected by Caltrans based on a priority matrix. The California Transportation Commission adopts the aeronautics program from the projects listed in the CIP, and projects must be included in the CIP to obtain State funding. The CIP is published every odd year and the aeronautics program, based on the CIP, is adopted every even year.

Coalinga Municipal Airport

In 1996, City of Coalinga officials completed a new basic utility airport facility located about four miles east-northeast of the city center, in the county’s southwest portion. The facility is located on 1,002 city-owned acres, about 248 of which are devoted to the airport and have been annexed into the city. Unused property is either retained in agricultural use or included in a regional habitat conservation plan. At an elevation of 625 feet, the airport is relatively fog-free year-round. It is classified as a general aviation airport in the National Plan of Integrated Airport Systems (NPIAS) and as a community general aviation airport in the California Aviation System Plan (CASP).

Firebaugh Airport

The Firebaugh Airport is a basic utility airport at 157 feet elevation, encompassing 37 acres. It has one runway that is 3,102 feet long and 60 feet

wide. It has about 13 based aircraft, two fixed-base operators, and handles approximately 9,855 annual operations. The Firebaugh Airport Commission meets regularly to discuss airport projects and priorities. Firebaugh Airport is classified as a general aviation airport in the NPIAS and a community general aviation airport in the California Aviation System Plan.

Fresno Chandler Executive Airport

Fresno Chandler Executive Airport is a federally designated “reliever” airport at 279 feet elevation, encompassing 200 acres. Chandler hosts 167 based aircraft, one fixed-base operator, and multiple specialized aviation services operators (three maintenance and avionics shops), and handles approximately 25,000 annual operations. California Highway Patrol (CHP) helicopter operations have been based at the airport since March 2025. Chandler is classified as a reliever airport in the NPIAS and as a regional general aviation airport in the California Aviation System Plan. The airport is also home to New Vision Aviation, a nonprofit providing flight training and education for about 60 members, including high school and early-college students. In addition to contracting with Fresno Unified School District and pursuing partnerships with other local education agencies, the organization is advising Fresno Unified on a planned STEM Aviation High School, with construction anticipated to begin in spring 2026.

Fresno Yosemite International Airport (FAT)

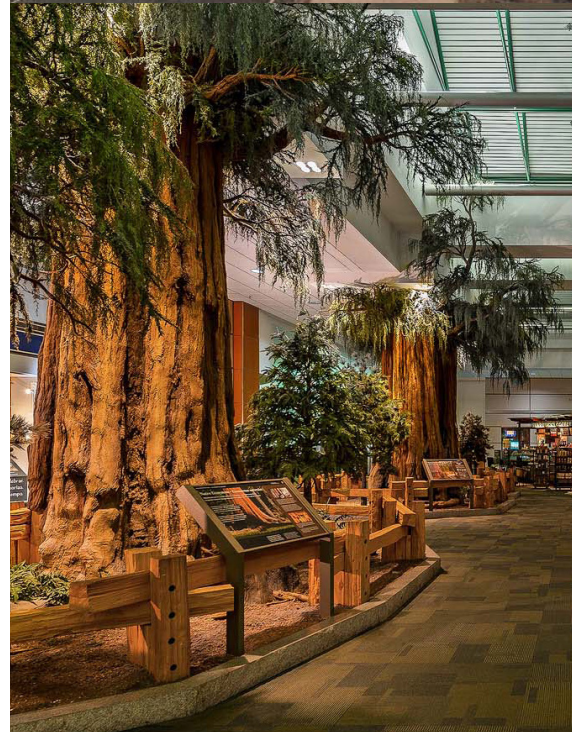
Fresno Yosemite International Airport (FAT) is Fresno’s primary commercial air carrier airport facility and the largest and busiest airport in the San Joaquin Valley.

Owned and operated by the City of Fresno, FAT is 336 feet in elevation and encompasses 1,700 acres of land located approximately five miles east of downtown Fresno. FAT has 179 based aircraft, with about 97,680 operations. There were 1,335,254 enplanements in 2024, with a passenger count of 2,672,881 passengers served in 2024 compared to 2,449,418 passengers in 2023. International flights to Mexico that began in 2006 have experienced a substantial surge in passenger growth, strongly outperforming prior years. In 2024, 411,575 passengers traveled between Fresno Yosemite International Airport and Mexico, representing a 27.5% increase compared to 322,922 passengers in 2023.

This joint civil-military public airport also serves as the base for multiple public safety and aviation support services. In addition to housing the 144th Fighter Wing/California Air National Guard (CANG) base, which supports a West Coast air superiority mission, the Army National Guard has an aviation classification repair activity depot (AVCRAD) on site to perform high-level maintenance and repair on Army aircraft. Its jurisdiction covers a 15-state region in the western United States.

The U.S. Forest Service operates an air attack base at the airport for fighting forest fires with aerial tankers, while Cal Fire conducts seasonal operations with an extensive air program to battle California’s wildland fires.

The Fresno Police Department and Fresno County Sheriff’s Department also benefit from being based at the airport, as the proximity to aviation resources





Mendota (William R. Johnston) Airport



Naval Air Station Lemoore



Fresno Yosemite International Airport

and a high-traffic public facility enhances their operational efficiency. The location allows for rapid deployment of law enforcement resources in both urban and rural areas, as well as access to aerial support for high-risk operations such as search and rescue, surveillance, and tactical responses. The airport's infrastructure also enables quicker transportation and coordination for law enforcement, providing a strategic advantage for both routine and emergency operations.

Additional services available at the airport include: FedEx and UPS, which have recently increased the size of their aircraft; avionics, cargo handling, charter, flight and aircraft maintenance instruction, aircraft rental, fueling, and aerial surveying.

FAT's two fixed-base operators (FBOs) offer a wide range of services, including: fueling, aircraft maintenance, repair, storage, charter services, an aircraft mechanic school, advertising, surveying, air taxi, patrol, rentals, and sales. FAT is designated a primary commercial service hub airport in the California Aviation System Plan.

Harris Ranch Airport

Harris Ranch is a privately owned and operated, public-use airport near the Harris Ranch Resort, at an elevation of 465 feet and encompassing 80 acres. It has one runway that is 2,820 feet long and 30 feet wide. No aircraft are based at the airport, but it handles approximately 10,000 operations a year. Harris Ranch is classified as a limited-use general aviation airport in the California Aviation System Plan, but it is not listed in the FAA NPIAS, making it more dependent on alternative funding sources. Mendota (William R. Johnston) Airport.

Mendota (William R. Johnston) Airport

The Mendota (William R. Johnston) Airport was a basic utility airport at an elevation of 162 feet, encompassing approximately 130 acres. It previously had no based aircraft and handled approximately 1,000 operations per year. In 2022, the Caltrans Division of Aeronautics temporarily suspended the airport's operating permit due to the high cost of necessary repairs. Following this, the City of Mendota formally initiated the permanent closure process in 2023. A request for permit revocation was submitted to Caltrans, and FAA Form 7480 was completed and submitted later that year. The City worked with Caltrans and the FAA throughout 2024, and the deactivation of the airport was finalized prior to the end of the 2025 calendar year. The airport is no longer in operation.

Naval Air Station Lemoore

Naval Air Station Lemoore's (NASL) principal mission is to support Strike-Fighter Wing, U.S. Pacific Fleet, and to train, man, and equip West Coast Strike-Fighter squadrons. NASL is the Navy's newest and largest Master Jet Base, with more than 50 tenants involved in aviation. The installation features two 13,500-foot, offset parallel runways approximately one mile apart, with aircraft parking and maintenance hangars located between them. Each runway is equipped with arresting gear designed to support tailhook-equipped aircraft, arrested landings, and aborted takeoffs. NASL aircraft operations are typically

conducted year-round, both day and night. Separated from the hangars by underpasses beneath the taxiways, the remainder of the air operations area is located directly southeast.

Straddling the county line between Kings and Fresno counties, NASL spans approximately 19,225 acres, about 11,000 of which are leased for agricultural use as mitigation under the Bird/Animal Aircraft Strike Hazard Program. Additionally, the U.S. Navy holds restrictive-use easements over 11,020 acres of privately owned land immediately to the west, as well as approximately 67 acres on the western side of the City of Lemoore, located under its low-level flight path known as the Ground Control Approach Box.

NASL employs approximately 7,998 military personnel, 1,400 government civilian personnel, and 1,209 contractors. The installation includes 1,630 single- and multi-family housing units for approximately 2,800 military dependents. To support its bachelor population, the base maintains 20 barracks with capacity for up to 2,000 personnel. The remaining population resides in communities surrounding NASL. Central Union School District operates two schools located on base, serving grades K-8 with a capacity of approximately 1,400 students. Military dependents attend high school within the surrounding communities.

Reedley Municipal Airport

Reedley Airport is a basic utility airport at an elevation of 383 feet, encompassing 138 acres. It has approximately 66 based aircraft and two fixed-base operators handling about 33,000 operations per year. The Reedley Airport Commission meets regularly to discuss airport improvements and priorities. The airport is owned and operated by the City of Reedley and is classified as a general aviation airport in the NPIAS and as a community general aviation airport in the California Aviation System Plan. Airport activity has also increased with Reedley College's Flight Science Program, which conducts training flights Monday through Friday during the academic semester. The College operates under a license agreement with the City that provides hangars, tie-down spaces, and land for preflight activities, and both parties have contributed to modest facility improvements. Enrollment is capped at 25 students per semester, with long-term program growth to be considered in the FY 2029 Airport Layout Plan update.

Selma Aerodrome

The Selma Aerodrome is a basic utility airport at an elevation of 305 feet, encompassing 23 acres. It has about 45 based aircraft, four fixed-base operators, and handles about 10,000 operations per year. The Selma Aerodrome is a privately owned and operated, public use airport not listed in the National Plan of Integrated Airport Systems and does not receive federal or local funding, relying instead on private sources. It is designated a community general aviation airport in the California Aviation System Plan.

Sierra Sky Park Airport

Sierra Sky Park opened in 1946 as a basic utility airport on 130 acres adjacent to the San Joaquin River in north Fresno and is the first residential aviation community in the world. William and Doris Smilie are credited for creating an airport/neighborhood hybrid in 1953 when they built the project's first of 110



homes on the property. Sierra Sky Park residents can land, taxi down extra-wide avenues, and park in their homes' driveways. It is at an elevation of 321 feet and now encompasses 34 acres within the city limits of Fresno in a fairly dense urban residential and commercial area near State Route 99, on one of the busiest roadways in Fresno, Herndon Avenue. It has about 60 home-based and T-hangar/transient aircraft and handles approximately 8,000 operations per year. Sierra Sky Park is a privately owned, public-use airport not listed in the FAA National Plan of Integrated Airport Systems. It is designated a community general aviation airport in the California Aviation System Plan. Unlike many airports, Sierra Sky Park does not receive any state or local government funding and is entirely supported by its residents.



Active Transportation

A community's ability to travel by bicycling and walking is a strong indicator of good land use and transportation planning. This is accomplished by placing complementary land uses in close proximity and by developing attractive, convenient pedestrian and bicycle environments, increasing the number and percentage of trips taken by bicycling or walking. Similarly, equestrian and hiking trail systems add considerable value for recreational purposes, as enhancements to the multimodal transportation system and for their contribution to an improved quality of life in Fresno County.



For many, bicycling and walking has several appealing aspects. Both have positive air quality, energy, and health benefits. From an air quality perspective, every bicycle or walking trip that replaces an auto trip results in cleaner air. The bicycle's door-to-door capability and Fresno's generally flat terrain makes cycling an attractive alternative mode of transportation when the climate is mild. A comprehensive bikeway system provides connectivity among cities and access to destinations of regional interest.



Pedestrian and bicycle access also improves public transportation's efficacy and efficiency, considering most trips incorporate walking or cycling at one or both ends of the journey. Commuters are more likely to take transit if they can easily walk or bike from their home or worksite to a transit stop or station, making walking and bicycling infrastructure improvements an effective way to support transit use.



The Measure C Extension Expenditure Plan includes additional requirements applying to all streets, roads and highways using either regional or local allocation funds. For example, every highway, expressway, super-arterial, arterial, or collector built or reconstructed with Measure C Extension funds shall include accommodations for bicycle travel either by a shared roadway or by bike lane. The Expenditure Plan includes a description of these additional requirements, including exceptions.

Fresno COG has been designated a large MPO, which receives an apportionment from the California Transportation Commission's (CTC) SB1 funding to conduct the competitive regional call-for-projects on a biennial basis. Fresno COG has the option of developing policies, procedures and project selection criteria that differ from those the CTC adopted, provided CTC approves them. This funding program encourages walking and biking, increasing safety and mobility for users, advancing efforts of regional agencies



to achieve greenhouse gas reduction goals, enhancing public health, and providing a broad spectrum of projects to benefit many types of users, including disadvantaged communities.

Every complete street looks different, according to its context, community preferences, types of road users and their needs. Policy and funding are coming together to establish an achievable relationship between transit and bicycling/pedestrian infrastructure.

Rail

At the regional level, the Regional Transportation Plan provides a general framework to ensure coordination among freight and passenger rail with other transportation modes in the planning process. The federal Surface Transportation Board and the California Public Utilities Commission (CPUC) have historically exercised strict control over railroad operations and are, along with the railroads themselves, key partners in this planning process. Moving intercity freight by rail provides an alternative transportation option for the region's wide variety of agricultural commodities and manufactured goods. Freight rail reduces the number of trucks using major interregional roads such as State Route (SR) 99 and Interstate 5, thereby reducing traffic congestion, air pollution and maintenance costs.

Existing System Inventory

The rail network in Fresno County consists of approximately 280 miles of operating main and branchline right-of-way. Union Pacific Railroad (UP) and the Burlington Northern Santa Fe Railroad (BNSF) each operate one mainline that passes through Fresno County. In addition, there are four branchlines that either pass through (Exeter Subdivision) or lie completely within (West Side Subdivision, Riverdale Subdivision, Clovis Subdivision) Fresno County. These branchlines are operated by the San Joaquin Valley Railroad Company, a RailAmerica Company now controlled by Genesee & Wyoming Inc. Additionally, the railroads operate many spur lines to serve industrial and agricultural clients, some of which operate on adjacent property by agreement between the railroad and the property owner.

The Amtrak Gold Runner service continues to play an important role in the San Joaquin Valley's balanced transportation system, filling a service level void that exists in mass transit between intercity bus and airline services. The San Joaquin Joint Powers Authority (SJJPA) manages the Amtrak Gold Runner service, with Amtrak operating seven daily round trips, including five between Bakersfield and Oakland and two between Bakersfield and Sacramento. This results in seven northbound and seven southbound trains each day serving Fresno County's Amtrak Station in downtown Fresno. Amtrak also operates dedicated bus service connecting rail stations with cities not directly served by the Gold Runner trains. These Amtrak throughway buses are critical to system performance, providing connections at the Sacramento, Stockton, Emeryville, Martinez, Merced, Madera, Hanford and Bakersfield stations.

The Fresno station plays a strong role in the San Joaquin's success. It is the busiest station, in terms of origin/ destination, serving the San Joaquin route.



Figure 3-22.
Urban Rail System

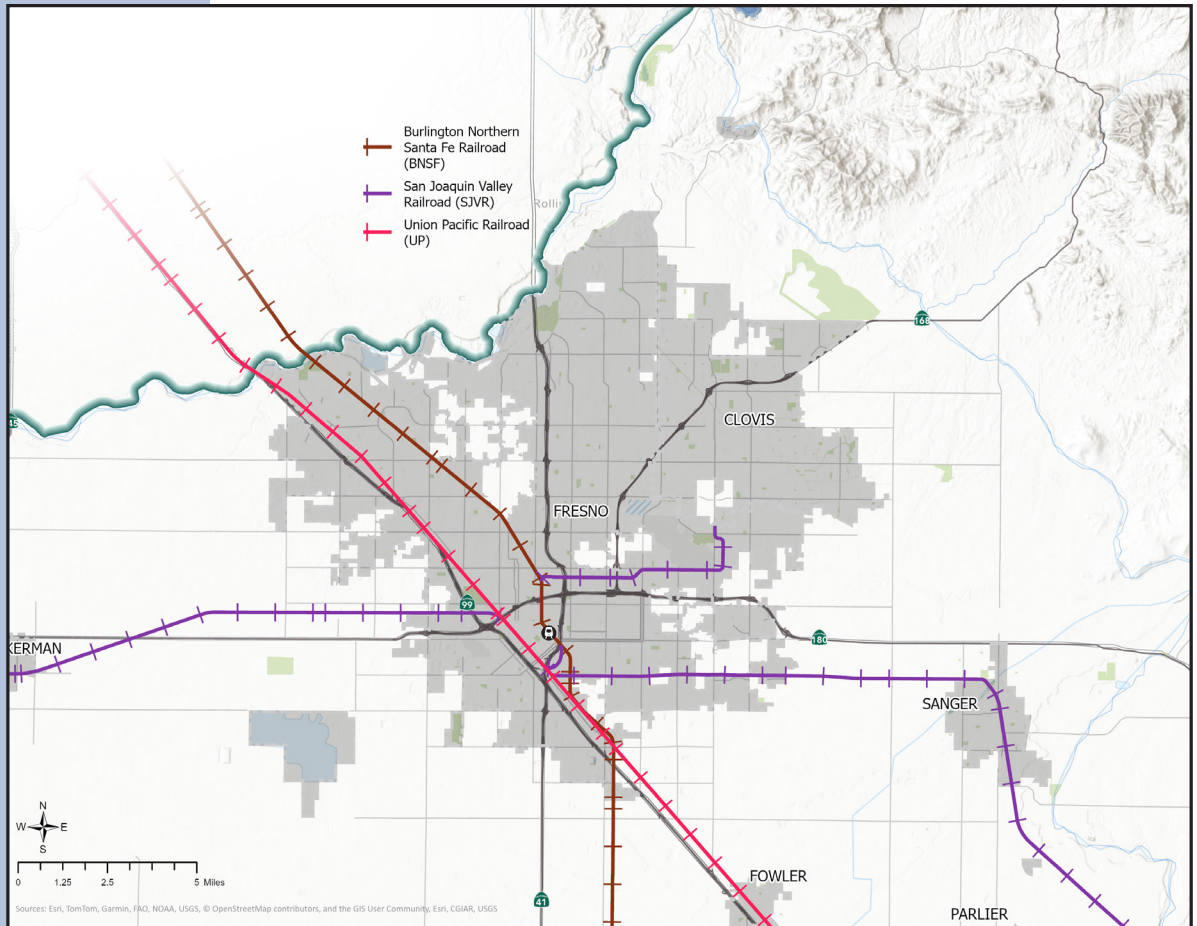


Figure 3-23.
Rural Rail System

