



CHAPTER 4 *Implementing the Plan*

A vision, overarching goals, and supporting policies are established to direct both the long-term and short-term courses of action to meet the region's needs. A coordinated approach regarding transportation investments and growth across many partners will be necessary to ensure that our region's unique mobility needs are met.

The 2026 RTP reflects transportation planning for Fresno County through 2049. The vision, goals, policies, and actions in this chapter are intended to serve as the foundation for both short and long-term planning and guide implementation activities. While this chapter discusses programs and strategies to implement the RTP, a summary of the regional transportation projects is included in the Financial Element.

Addressing the region's unique mobility needs requires a collaborative effort across many partners and agencies. Public outreach and discussions with stakeholders through Fresno COG's RTP/SCS Roundtable and supporting working groups helped identify regional needs, which are discussed in more detail in this chapter. At the forefront are calls for more equitable, safe, and clean transportation options that help residents access good jobs, affordable housing, education, and health care. Additionally, challenges from the COVID-19 recovery period and the intensifying impacts of climate change continue to underscore the importance of building a transportation system that is resilient to future disruptions and adaptable to evolving travel behavior and environmental conditions.

Because Fresno County is one of eight MPOs that make up the San Joaquin Valley air basin, it is linked for regional transportation planning through air quality guidelines. As such, regional transportation needs are discussed further in the San Joaquin Valley Regional Transportation Chapter in Appendix C.

The Policy Element Roundtable, comprising local government staff and community stakeholders, helped establish the vision, overarching goals, and supporting policies. It was convened several times from mid-2024 through mid-2025 to review project evaluation criteria, equity measures, and investment priorities. Roundtable input

helped shape a more targeted policy framework that reflects current regional needs. The 2026 RTP vision, goals, and policies have been streamlined to focus on five key policy areas: equity, sustainability and resiliency, infrastructure and safety, economy, and innovation.

This chapter also describes the programs and actions that Fresno COG, in partnership with other organizations, can advance to further the RTP’s goals and assigns implementation responsibilities. Because Fresno COG does not have authority over streets and roads, strong partnerships with local jurisdictions will be necessary to implement the plan. The actions address all transportation modes (highways, local streets and roads, mass transportation, rail, bicycle, aviation facilities and services) and consist of short- and long-term activities that address regional transportation issues and needs. While the actions are organized by the five key policy areas, many of them are cross-cutting and support multiple goals and policies. Some actions are intended to support the Sustainable Communities Strategy and reduce greenhouse gas emissions directly, while others are focused on the RTP’s broader goals. Fresno COG will track implementation progress using the measures included in Appendix X.

Vision






A region of diverse, safe, resilient, and accessible transportation options that improve the quality of life for all residents by fostering sustainability, equity, a vibrant economy, clean air, and healthy communities.

GOAL 1: Improved mobility and accessibility for all

Fresno County’s population includes large segments that are likely to be transportation disadvantaged due to circumstances such as: low income, limited English proficiency, not having a vehicle, or being young, elderly or disabled. While exemplary partnerships throughout the county provide an array of mobility services, addressing rural and disadvantaged communities’ transportation needs is no simple task. In addition to enhancing existing transit services, local transit providers are exploring alternatives to traditional fixed-route service, such as on-demand microtransit. Equally important is improving active transportation and ridesharing options. Expanding resources for meaningful outreach and clearly communicating available mobility options in multilingual and accessible formats to transportation-disadvantaged populations is essential.

Policy 1: Encourage and prioritize full, fair, and equitable participation by all affected communities in the transportation decision-making and planning processes.

Policy 2: Actively work to ensure equitable distribution of the benefits and burdens of transportation projects.

The 2026 RTP vision, goals, and policies focus on five key policy areas:	
	Equity
	Sustainability & Resiliency
	Infrastructure & Safety
	Economy
	Innovation



Policy 3:

Promote, improve, and expand of accessible transportation options to serve the needs of all residents, especially those who have historically faced disproportionate transportation burdens.

	Goal 1 Actions	Implementing Parties	Timeframe
1	Seek funding to address multimodal transportation needs in the region and incentivize transportation investments that benefit disadvantaged communities. Examples include: FTA 5307 and 5311, SB 125, ATP, CMAQ, STBG, TOD.	Fresno COG, Caltrans, Cities and County, Local Transit Agencies	2026-2050 (ongoing)
2	Pursue funding to improve and expand wheelchair-accessible, paratransit, and non-emergency transportation services for elderly and individuals with disabilities.	Fresno COG, Local Transit Agencies, Local Non-Profits	2026-2050 (ongoing)
3	Coordinate with regional transit providers to seek operational and administrative efficiencies.	Transit agencies	2026-2050 (ongoing)
4	Annually conduct outreach, through the unmet transit needs process, to identify transit needs that are reasonable to meet throughout the region with an emphasis on disadvantaged communities.	Fresno COG, Transit Agencies	2026-2050 (ongoing)
5	Partner with community-based organizations serving communities throughout the county, particularly low-income and minority populations, for targeted outreach. Post on social media accounts and purchase advertisements targeted at disadvantaged communities. Provide translated documents and web content.	Fresno COG, Local Transit Agencies, and Local Non-Profits	2026-2050 (updated every 4 years)



GOAL 2: Vibrant communities that are accessible by sustainable transportation options

Built environments with integrated land use and transportation are needed in the near term to create more walkable communities, support multimodal mobility, and improve air quality. Additionally, promoting complete streets that are human-scaled, and transit-oriented development, will help reduce dependence on single-occupancy vehicle trips. Neighborhood design and amenities can impact public health outcomes by affecting the likelihood that people will walk or bike to nearby destinations, have access to healthy foods, and have opportunities for physical activity. Improving walkability in existing and new neighborhoods is particularly important due to the aging population and the number of seniors who are choosing to age in place. Obesity rates in Fresno County are also relatively high compared to other regions in the state, both in adults and children, increasing the need for more physical activity opportunities. Additionally, employing smart growth principles will help to conserve farmland, open space, and other natural resources and improve local air quality.

Housing plays an important role in the region's ability to meet greenhouse gas reduction targets. Funding for transportation improvements that support housing, such as increased transit and active transportation opportunities, will help to reduce single-occupancy vehicle trip dependency. Financial resources and technical assistance will be necessary to meet State goals and address local needs.

Policy 4: Encourage alternatives to single-occupancy vehicle trips that reduce vehicle miles traveled (VMT) and greenhouse gas emissions.

Policy 5: Invest in and promote active transportation and transit, supported by infrastructure like trails and bike paths, to improve public health and mobility, especially in historically underinvested areas.

Policy 6: Encourage sustainable development that focuses growth near activity centers and mobility options that achieve greater location efficiency.

Policy 7: Support local jurisdictions' efforts to minimize the loss of farmland, environmentally sensitive areas, and natural resources.

Policy 8: Support local jurisdictions' efforts to produce diverse housing choices for all income groups.

Policy 9: Facilitate and promote interagency coordination and consistency across planning efforts.

Policy 10: Incentivize and support efforts to improve air quality and minimize transportation-related pollutants.





	Goal 2 Actions	Implementing Parties	Timeframe
6	Provide technical assistance, resources, and incentives to support SCS implementation, infill & mixed use development, equitable revitalization of local communities, and conserve natural resources. Examples include: SB 743 guidelines and VMT modeling, TOD program, circuit planner program, AHSC technical assistance and GIS support.	Fresno COG	2026-2050 (ongoing)
7	Encourage alternatives to single occupancy vehicle trips, such as continued administration of the Measure C carpool program, funding to support vanpool programs, telework, expansion of shared TNC rides, and informational promotion materials for transit, biking, and walking in the region.	Fresno COG and Vanpool Program Administrators	2026-2050 (ongoing)
8	Support member agencies' planning for active transportation and invest in bicycle and pedestrian infrastructure. This will encourage healthy and convenient active transportation travel to jobs, services and recreation for populations with fewer transportation choices. Examples include: exploring funding to update regional and citywide ATP plans and bicycle and pedestrian count data.	Fresno COG, Cities, and County	2026-2050 (ongoing)
9	Encourage actions from the Regional Housing Needs Allocation Plan and continue to support efforts to increase housing choices. Examples: include the REAP program, technical assistance with grant applications, and serving as a regional forum for discussing housing issues.	Fresno COG	2026-2050 (ongoing)
10	Support coordinated transportation planning efforts and interregional projects between and among the eight San Joaquin Valley metropolitan planning organizations (MPOs).	Fresno COG	2026-2050 (ongoing)
11	Pursue funding for projects that are consistent with the Sustainable Communities Strategy. Example: Prioritize projects through the RTP project evaluation criteria that support these goals and policies.	Fresno COG and RTP Technical Working Group	2026-2050 (ongoing)
12	Promote compatible airport and land-use planning throughout the region. Examples include the Airport Land Use Commission, participating in regional events, and coordination among local agencies and stakeholders.	Airports, local agencies, Fresno COG, ALUC, Caltrans	2026-2050 (ongoing)
13	Support California Air Resources Board's and San Joaquin Valley Air Pollution Control District's efforts to reduce pollutants from transportation.	Fresno COG	2026-2050 (ongoing)

GOAL 3: A safe, well-maintained, efficient, and climate-resilient multimodal transportation network

Improved safety for all road users continues to be one of the highest priorities in the region. Fresno County's traffic fatality rate is approximately 70 percent higher than California overall. Traffic safety has become a growing concern across the state in recent years.

Maintaining existing transportation infrastructure is fundamental to preserving our existing transportation network upon which so many residents and industries rely. Maintenance has continued to be a top concern at both the state and regional level. Strategic investment in improving the existing network is underway, in part thanks to the Infrastructure Investment and Jobs Act, Senate Bill 1 and Fresno County's Measure C sales tax.

Additionally, it is important to invest in infrastructure improvements to increase transportation network resiliency. Hazards caused or exacerbated by climate change are becoming more frequent, such as wildfires, flooding, and drought conditions.

As the region continues to grow, improving efficiency and reducing congestion help to improve air quality and provide a reliable transportation system for residents and goods movement. Transportation Demand Management (TDM) is a set of strategies that aim to reduce single occupancy vehicle trips and reduce congestion. TDM strategies include telecommuting, alternative work schedules, and mode shifts to transit, bicycling, walking, or other micromobility options.

Since MAP-21, metropolitan planning organizations (MPOs) have been required to conduct performance-based planning and focus on achieving performance outcomes. Performance measures for safety, congestion, and infrastructure conditions are discussed in more detail later in the chapter and in Appendix C.



Policy 11: Prioritize investment in and promote multimodal safety measures that recognize the role of infrastructure and planning in preventing traffic fatalities and incidents in the region.

Policy 12: Promote enhanced Transportation Systems Management (TSM) and Transportation Demand Management (TDM) strategies to reduce congestion, vehicle miles traveled and improve overall system safety.

Policy 13: Encourage improvements in travel connections across all modes to create an integrated, accessible, and seamless transportation network.

Policy 14: Maximize cost-effectiveness of transportation improvements.

Policy 15: Encourage investments that increase the system's resilience to extreme weather events, natural disasters, and pandemics.

Policy 15: Preserve and maintain existing multimodal transportation assets in a state of good repair.

	Goal 3 Actions	Implementing Parties	Timeframe
14	Support local jurisdictions' capacity to implement projects and measures that improve transportation network resiliency regarding potential impacts of climate change. Examples include Fresno COG's Climate Action Plan, Climate Resiliency Plan, and Extreme Heat study.	Fresno COG	2026-2050 (ongoing)
15	Pursue funding to address safety issues and implement transportation projects consistent with the identified issues. Examples include implementing strategies from the Regional Safety Plan, developing a safety education program to reduce traffic injuries and fatalities caused by human behavior, grade separation and railroad crossing projects.	Fresno COG	2026-2050 (ongoing)
16	Incentivize and seek funding for projects that reduce VMT.	Fresno COG, Cities and County	2026-2050 (ongoing)
17	Encourage employers to use transportation demand management strategies to reduce VMT. Examples include encouraging alternatives to single occupancy vehicle trips, ride sharing, alternative work schedules, and telework.	Fresno COG, Private Sector	2026-2050 (ongoing)
18	Work with Federal and State agencies to set annual safety targets and implement programs to reduce fatalities and serious injuries.	Fresno COG, Caltrans	2026-2050 (ongoing)
19	Collaborate with the State agencies, metropolitan planning organizations, and other organizations on efforts to study and advocate for a sustainable replacement to fuel taxes.	Fresno COG, MPOs, Caltrans	2026-2050 (ongoing)
20	Maintain the Congestion Management Process (CMP) and implement CMP measures.	Fresno COG	2026-2050 (ongoing)
21	Seek funding revenues for state-of-good repair improvements including road maintenance preservation, rehabilitation, and reconstruction.	Fresno COG, Member Agencies	2026-2050 (ongoing)



GOAL 4: A transportation network that supports a sustainable and vibrant economy

The San Joaquin Valley, and Fresno County specifically, has always been California’s agricultural epicenter, generating more than \$45 billion every year in agricultural products. The Fresno region is also becoming a major player in the rapidly growing logistics and distribution industry. State Route 99 and I-5 provide the bulk of capacity for this essential freight. The goods movement industry supports a significant portion of the state’s economy and requires a reliable transportation network to function at its best.

Providing residents with greater mobility increases their access to jobs, education, healthcare, etc. Greater mobility outside the region may be made possible by high-speed rail, which is under construction in the San Joaquin Valley. Should the initial operating segment be completed, Fresno residents will have expanded access to other parts of the state and will attract additional employers and residents to the region.



Policy 17: Support local and regional economic development by leveraging planning and transportation funds that foster public and private investment.

Policy 18: Facilitate efficient, reliable, resilient, and sustainable goods movement.

	Goal 4 Actions	Implementing Parties	Timeframe
22	Work cooperatively with the private sector to ensure that the mobility needs of the business community within Fresno County are addressed.	Fresno COG, Private Sector	2026-2050 (ongoing)
23	Support efforts to improve efficiency and sustainability to preserve and expand options for goods movement through the region. Examples include the TradePort California project, the I-5 Zero Emission Freight Pilot Study, and farm-to-market activities.	Fresno COG, San Joaquin Valley COGs, Caltrans	2026-2050 (ongoing)
24	Support efforts to implement high-speed rail and station area planning in the region.	Transit agencies	2026-2050 (ongoing)
25	Support education and job training programs that address transportation needs. Examples include the New Vision Aviation program and the Sustainable Aviation Project.	Fresno COG, California High-Speed Rail Authority	2026-2050 (ongoing)



GOAL 5: A region embracing clean transportation, technology, and innovation.

New technologies are rapidly transforming the transportation sector. In the near term, additional outreach, planning, and infrastructure are needed for electric vehicles to support the transition to electric fleets, ensure residents are aware of the benefits and diminish range anxiety. In addition, the region will need to prepare for additional micromobility options, autonomous vehicles, sustainable and efficient freight movement, and broadband internet to support telework.

The COVID-19 pandemic substantially impacted travel in the short term and increased telework options may have long-term impacts on VMT. As telecommuting and hybrid work models continue to evolve, the potential for reduced commute-related VMT remains significant. However, not all communities in Fresno County have access to broadband internet, which is a barrier to telework opportunities, remote learning, and increased access to other resources. Expanding broadband internet across the county will further help reduce vehicle miles traveled.

Deploying new technology in a thoughtful manner will help ensure its successful integration into our region. The existing transportation network, when integrated with more innovative solutions, can provide residents with more diverse and reliable travel choices.

Policy 17: Support local and regional economic development by leveraging planning and transportation funds that foster public and private investment.

Policy 18: Facilitate efficient, reliable, resilient, and sustainable goods movement.

	Goal 5 Actions	Implementing Parties	Timeframe
26	Encourage and support employers who implement telecommute strategies.	Fresno COG	2026-2050 (ongoing)
27	Support electric vehicle (EV) infrastructure deployment throughout the region and seek funding to implement projects that support Fresno COG’s Electric Vehicle Readiness Plan. Examples include funding for EV replacement vehicles, school bus fleet electrification, compressed natural gas buses, solar, and EV planes. Pursue power purchase agreements for microgrid projects in rural Fresno County. FCRTA’s Selma Maintenance Facility is a cutting-edge, new-technology maintenance and operations center with charging infrastructure, solar and battery storage to enhance rural transit operations and increase resiliency.	Fresno COG and RTP Technical Working Group	2026-2050 (ongoing)

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	Goal 5 Actions	Implementing Parties	Timeframe
28	Support efforts to: research, plan, and implement pilot projects for microtransit and micromobility (such as bike and scooter share) and deploy other new and innovative technologies to support research, development, demonstration projects, and new and innovative technologies.	Fresno COG	2026-2050 (ongoing)
29	Track autonomous vehicle and connected vehicle developments and plan for AV/CV readiness in our region.	Fresno COG	2026-2050 (ongoing)
30	Explore potential to conduct regional broadband planning to support future mobility options and transportation networks.	Fresno COG	2026-2028
31	Support funding for travel surveys and procurement of "big data" to help better understand regional origin and destination travel patterns.	Fresno COG, Transit Agencies	2026-2032
32	Explore opportunities to develop a regional vision of transit accessibility that integrates existing service options with new mobility options. An example is the Fresno County Mobility Hub Feasibility Study.	Fresno COG, Transit Agencies, Cities and County	2026-2028

A Performance Based Approach

The Moving Ahead for Progress in the 21st Century Act (MAP-21, 2012) established new requirements for MPOs to set transportation performance measures (TPM) targets and integrate those targets and plans into their planning documents by certain dates. The Infrastructure Investment and Jobs Act (IIJA)/Bipartisan Infrastructure Law (BIL, 2021) carries forward performance-planning requirements. Beginning in 2018, Federal rules required that state departments of transportation and MPOs implement federal performance measures.

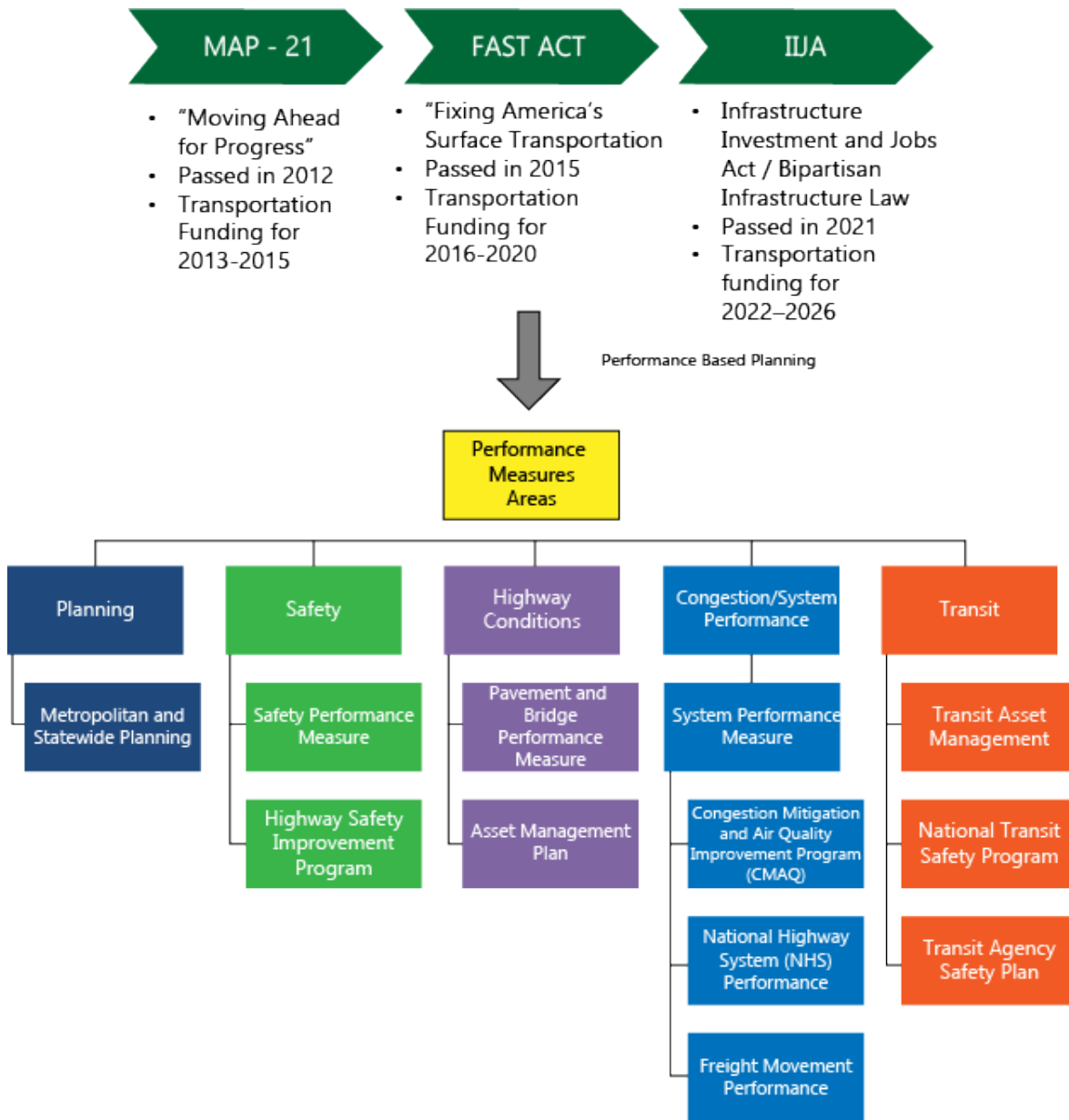
In response, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) have worked with state and regional agencies to identify performance measures that meet the requirements. In California, Caltrans is directly responsible for submitting performance targets and periodic progress reports to federal agencies in a timely manner. MPOs are required to establish targets for the same performance measures on all public roads in the MPO planning area within 180 days after the State establishes each target. MPOs may elect to support the statewide targets, establish numerical targets specific to their region, or use a combination of both approaches. Furthermore, each MPO must incorporate these short-range targets into

their planning and programming processes, including the long-range plan and FTIP. Transportation performance measures are managed through different metrics, including safety, bridge and pavement conditions, congestion/system performance, transit asset management (TAM), and transit agency safety plan, as shown in Figure 4-1.

States and MPOs must integrate performance-based planning and programming into the long-range transportation plans. Regional transportation plans shall include performance measures and targets, as well as a description of progress toward the targets. In addition, the transportation improvement program (TIP) shall provide a description of how investment in the TIP will contribute toward achieving those targets in the RTP.

The FHWA defines transportation performance management as a strategic approach that uses system information to make investment and policy decisions to achieve national performance goals by setting and tracking the targets. TPM is systematically applied, a regular, ongoing process that provides key information to help decision makers, allowing them to understand the investment consequences across transportation assets or modes.

**Figure 4-1:
Transportation Performance Management Areas**



FHWA Performance Measures

The federal performance measures under the FHWA are categorized into three performance management (PM) groups.

- PM 1: Safety
- PM 2: National Highway System Pavement and Bridge Condition
- PM 3: System Reliability, Freight, congestion, and Air Quality

FTA Performance Measures

In addition to the three PM groups, the FTA has established performance measures and reporting requirements for TAM and transit safety.

- Transit Asset Management (TAM)
- Public Transportation Agency Safety Plan (PTASP)

It ensures that the targets and measures are developed in cooperative partnerships among decision makers, stakeholders, and the traveling public, and that those targets are based on data and objective information.

The Statewide and Nonmetropolitan Transportation Planning and Metropolitan Planning Final Rule establishes that states and MPOs must coordinate their respective targets with each other to ensure consistency to the maximum extent practical. The state departments of transportation (DOTs) and MPOs are expected to use information and data generated to inform their transportation planning and programming decisions. TPM will provide a means to achieve national transportation goals and increase Federal aid programs' accountability and transparency and improve project decision making through performance-based planning and programming.

Fresno COG does and will continue to incorporate TPM in planning and programming activities. Fresno COG has adopted statewide targets for safety (2025 PM1), pavement and bridge (2026 PM2), reliability and freight (2022 PM3). While staff recognize the difficulty of setting MPO-level targets, this does not exclude Fresno COG from setting its own target in the future. In fact, Fresno COG set its own regional target in 2018 based on the evidence-based targets. Fresno COG also has its own safety steering committee, which reviews the countywide safety analysis every year and recommends setting regional safety targets or following statewide targets.

Fresno COG works with Caltrans on setting all these three performance measures PM1, PM2, and PM3. Caltrans organizes the webinar with the representatives from FHWA and all the MPOs/RTPAs in California to provide information about the target setting process. While PM1 targets are set every year, the PM2 and PM3 targets are set every four years. Once Caltrans distributes its statewide targets, MPOs have 180 days to either support the statewide targets or set their own targets. Fresno COG has also developed and adopted transit asset management targets and transit safety targets using the 2024 targets from the transit agencies. While the brief overview of the different performance metrics is presented in this chapter, the detailed information on Fresno COG's statewide targets for Safety (PM1), Pavement and Bridge Conditions (PM2), and the performance of Freight, NHS, and the CMAQ Measures (PM3) are included in the appendix C.

Congestion Management Process

Fresno COG's Congestion Management Process (CMP) was revamped in 2017 following FHWA's "The Congestion Management Process: A Guidebook." Since then, CMP has been integrated into Fresno COG's planning process. The following is a summary of the CMP implementation efforts.

Fresno COG, along with local jurisdiction staff, have instituted a traffic count program to monitor regional traffic conditions. The cities of Fresno, Clovis, and County of Fresno have each been receiving funding from Fresno COG to collect traffic counts across more than 750 locations regionwide. Fresno COG has been providing bike/ped counters to local governments in exchange for bike & pedestrian counts. In addition, Fresno COG established an online performance monitoring dashboard in 2017 to monitor traffic conditions on the major freeways in Fresno County. The dashboard has since been replaced by a statewide system because of TPM implementation.





To reduce congestion, Fresno COG operates a travel demand management (TDM) program funded by the Measure C local sales measure. Fresno COG provides ride-matching services through ValleyRides.com and incentivizes carpooling with prizes for carpoolers. In addition, COG offers subsidies to vanpool programs for both commuters and farm workers, also through Measure C funding.

To provide alternatives to single-occupancy vehicle trips, Fresno COG, in partnership with its member jurisdictions, has been working to make active transportation a viable transportation option. Since the 2022 RTP/SCS, Fresno COG updated the Regional Active Transportation Plan which identified \$519,450,170 in ATP projects focusing on bike/pedestrian facilities (this update did not include Clovis, Fresno, Selma, and Reedley; these jurisdictions conducted their own ATP). Additionally, there is \$802,469,000 worth of bike and pedestrian projects to be programmed into the 2026 RTP/SCS.

To offer transit as a viable alternative to single-occupancy vehicle trips, Measure C provides about 25% of its revenue to transit services, which totals around \$500 million over its 20-year lifespan. Fresno Area Express in the City of Fresno has opened its bus-rapid-transit service, adding operation hours and expanded service areas.

The Fresno County region has instituted a transportation system management (TSM) program. Fresno COG developed its Regional ITS Plan, and funded several operational improvement projects from that plan, such as signal synchronization, traffic operation centers, etc.

As part of the integrated land use & transportation planning, Fresno COG and its member agencies have been working on developing more location-efficient future land uses that will reduce both the number and length of total trips. The SCS and SB 743 activities are good examples of trip-reduction efforts.

Reducing traffic accidents and improving safety can be important byproducts of reducing congestion. Fresno COG incorporated measures in the STBG program to encourage projects that address safety issues.

