CHAPTER 5 *Sustainable Communities Strategy*

The 2026 RTP/SCS envisions a sustainable future that integrates land use, housing, and transportation planning to create livable communities with diverse transportation and housing choices.

What is the Sustainable Communities Strategy (SCS)?

California's Senate Bill 375 (Steinberg, 2008) (SB 375) encourages coordinated transportation and land-use planning to reduce greenhouse gas (GHG) emissions and requires each metropolitan planning organization (MPO) to prepare a sustainable communities strategy (SCS) as an integrated element of the regional transportation plan (RTP) that is updated every four years. The SCS is intended to identify land-use and transportation strategies that lower per-capita GHG emissions from cars and light-duty trucks, and foster communities that are more equitable, healthy, and sustainable.

Under SB 375, an SCS must:

- Set forth a future land-use pattern that, if implemented, will meet the GHG emission reduction targets when integrated with the proposed transportation network
- Accommodate the Regional Housing Needs Assessment (RHNA) determination
- Use the most recent planning assumptions

The 2026 SCS is Fresno COG's fourth SCS; the first was adopted in 2014, the second in 2018, and the third in 2022. The 2026 SCS builds on lessons learned in the previous SCSs, as well as advancements in approaches and strategies, modeling tools and capabilities, and an updated growth regional forecast.

While the RTP/SCS is required to be updated every four years, local general plans are updated less frequently. SCS requirements do not imply a mandate for certain land-use policies at the local level, and nothing in the SCS shall be interpreted as superseding cities' and counties' land use authority. Rather, the SCS provides a regional policy foundation that local governments may build upon. Cities and counties have been and will continue to be involved in the SCS planning process and are encouraged to support SCS-developed land-use and transportation policies.

Co-Benefits

The SCS is expected to produce benefits beyond simply reducing GHG emissions. It will help the region contend with ongoing issues across a wide range of concerns and enhance regional quality of life. Growing in a sustainable manner will simultaneously help reduce congestion, serve all segments of the population, promote public health and safety, minimize environmental impacts and contribute to a vibrant economy. By planning for more compact neighborhoods and placing destinations and homes closer to one another, the 2026 RTP/SCS's strategies can reduce development costs for taxpayers, reduce everyday transportation costs, and improve air quality and public health through a land-use pattern that fosters active transportation.

SCS Modeling

Simulation models are used to determine if the SCS will meet the GHG reduction targets and measure outcomes from a set of indicators. The simulation models forecast future land use, travel patterns, and economic conditions through 2035. Fresno COG developed an activity-based model (ABM), used for the 2026 RTP/SCS. The ABM uses micro-zones, which are based on Census blocks, as the fundamental spatial unit for generating travel demand. Using micro-zones improves the model's sensitivity to land use, fine-grained urban form, and accessibility attributes. The new model can address policies, such as: compact and mixed-use development, active transportation, transit, pricing, as well as land-use changes, such as new planned developments.

Additional detail on how the GHG emissions reduction were calculated is provided in the Technical Methodology in Appendix C.

SCS Public Participation

Summer 2025 - RTP Public Opinion Survey

Under contract with Fresno COG, Rea & Parker Research conducted a public opinion survey of Fresno County's residents. Participants reflected Fresno County's demographics, including Spanish-speaking and rural representatives.

Rea & Parker ranked 10 previously defined community values and nine transportation funding priorities through surveying the sample population. Along with these value and funding priority questions, the survey included population demographics and trip/travel characteristics. The firm surveyed 1,037 Fresno County residents, 604 by telephone and 433 responded online. The overall survey margin of error was to +/- 3.04 percent at a 95 percent

confidence level. Among all respondents, 925 completed it in English and 112 responded in Spanish.

Survey Results

It is important to note that all the community values and the transportation funding priorities rated high by survey respondents—above a mean rating of 7/10. The survey results are reported (at right) from highest priority to lowest, on a scale rating with 1—not at all important--to10—very important.

Transportation Priorities	Mean
Repair potholes/maintain streets	9.39
Make roads and intersections safer	8.97
Reduce traffic congestion	8.42
Maintain/Increase pedestrian sidewalks and walkways	8.39
Improve local bus service	7.51
New hiking/biking trails outside of developed areas	7.4
More bike lanes and paths in developed areas	6.78
More shared transportation	6.58
More electric vehicle charging stations	5.57

Community Values	Mean
Preserve farmland and agriculture	8.70
Support robust economy	8.62
Investing in existing communities	8.36
Safeguard clean air	8.28
Preserve open space	7.97
Neighborhoods walk/bike/ healthy lifestyle	7.97
Continue predominance of single family homes	7.65
More mixed-use development	7.45
Reduce effects of climate change	7.15
More multi-family housing	6.89

RTP Mini Grant Program

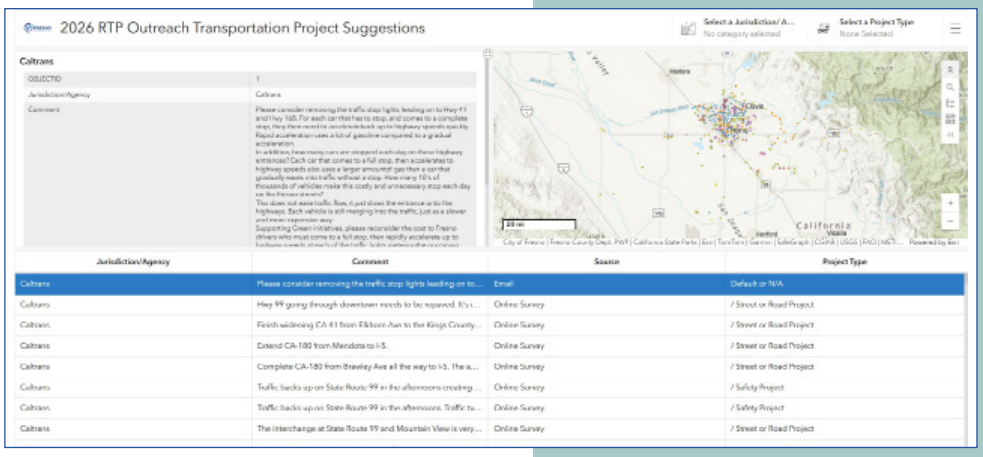
As discussed in RTP Chapter 1: About the Plan and in Chapter 7: Equity Analysis, Fresno COG's RTP community engagement process included several strategies and tools specifically designed for engaging disadvantaged communities and EJ populations. In June 2024, Fresno COG released a RTP mini-grants application packet online, via social media and through targeted emails, seeking assistance from community organizations, schools, agencies and businesses to solicit ongoing public input into key activities associated with the 2026 RTP and the Sustainable Communities Strategy scenarios. To ensure diverse and extensive input on the 2026 RTP from people and populations throughout the region, Fresno COG requested help to expand community outreach that would garner significant public input.

Staff received six mini-grant applications. Fresno COG entered into agreements with the four organizations to conduct virtual public outreach, obtaining input regarding community transportation needs.

- Jakara Movement
- Veterans Network
- Downtown Fresno Partnership
- Green Building Council

An online map and the list of each project suggestion submitted was created by Fresno COG modeling staff. The map is available at this link: https://fresnocog.maps.arcgis.com/apps/dashboards/0291c55cf6c74df5bfebab1a4dfb187a

To view project details, click on any of the listed project suggestions to view and watch the mapping tool zoom into its location in Fresno County, if location was provided in the survey.



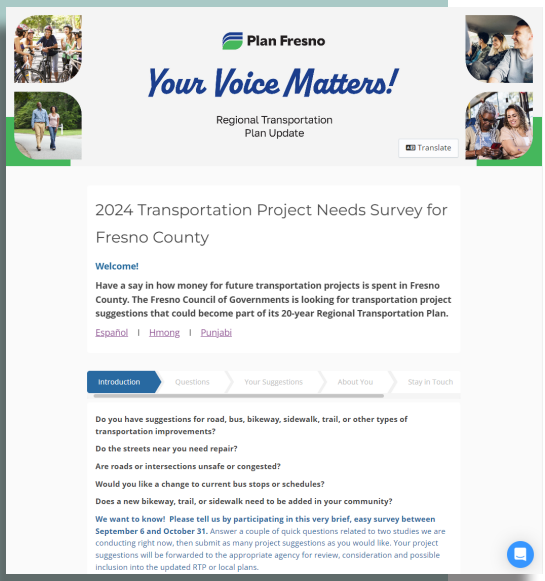
Sustainable Communities Strategies Survey

In partnership with Fresno COG staff and their consultant, the four mini-grant organizations worked to gather transportation project suggestions from residents via hard copy or online survey from Sept. 6 through Oct. 31, 2024. This effort was conducted to assist member agencies with community outreach prior to the RTP's call for projects deadline.

This outreach provided an opportunity for residents to participate in the RTP planning process, addressing needs while offering input early in the RTP process. For this community engagement effort, Fresno COG executed an outreach plan using several communication strategies specifically designed for engaging disadvantaged communities and EJ populations (for the complete list of strategies and outreach results see Appendix D.

- Online community survey available in English, Spanish and Punjabi
- Three e-newsletters send to our database of almost 4,980 email addresses in English and Spanish
- Ten social media posts in English and Spanish repeatedly posted on Facebook, Instagram, and LinkedIn
- Four website postings on PlanFresno.com, PublicInput

  Community Hubs, Fresnocog.org
- Flyers with QR code links to the surveys circulated through mini grantees and member agencies in English and Spanish
- Four mini-grants supplied to community-based organizations that successfully engaged underrepresented communities and communities of color via their own email lists, social media sites
- 14 RTP pop-up events and presentations
- Many partner agencies and members of the RTP Roundtable shared the survey flyers with their contacts
- Nine Fresno COG staff presentations and meetings held throughout the region to the following groups:
  - *Biola Chamber of Commerce*
  - *Central Valley Roundtable*
  - *Latino Community Taskforce*

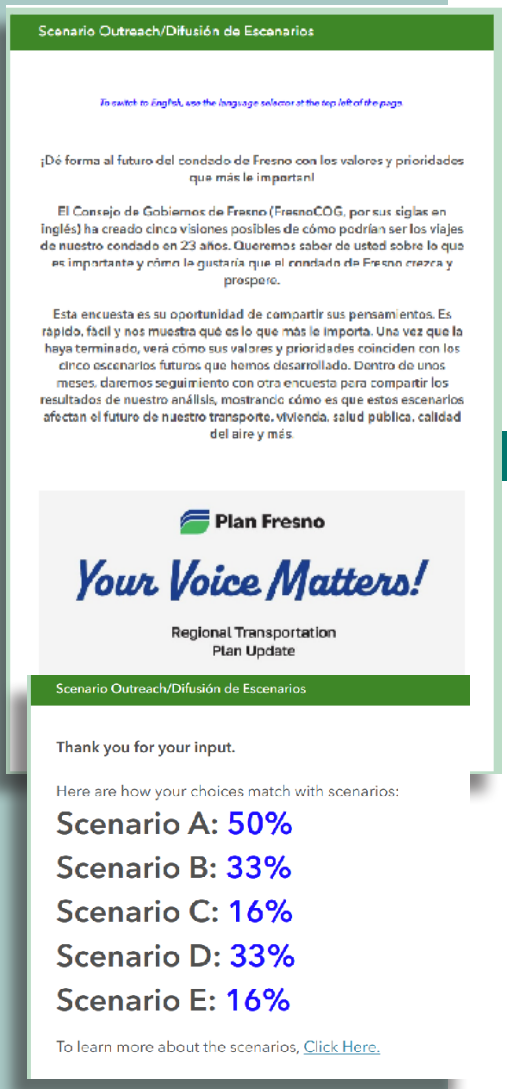


- *Catholic Charities Senior Group*
- *San Joaquin Valley Democrats*
- *Fresno Cycling Club*
- *Fresno Active Transportation Plan*
- *Update Workshop*
- *Del Rey Citizens Group with CRLA*
- *Honor Our Vets Breakfast & Awards*

- Paid media purchases:
  - *The Fresno Bee - five homepage and edition takeovers*
  - *Vida En El Valle – Five takeovers of e-edition*
  - *Kerwest Newspapers – Four placements each: The Kerman News, Firebaugh-Mendota Journal & San Joaquin-Tranquility West Side Advance*
  - *The Fresno Flyer – One placement, displayed in store racks across the region*
- News articles published in local print and online papers

Fresno COG staff downloaded suggestions and corresponding demographic data from the survey website, emails, voicemails, and social media posts. The online survey had **13,667 page visitors**, with **883 participants** submitting over **1,000 project suggestions** from a representative sample of Fresno County demographics. COG staff processed all the project suggestions, combining written descriptions for each project into one excel spreadsheet, then breaking them down by local agency or transit line.

All project suggestions were forwarded to corresponding local agencies for review and consideration prior to their RTP project submittals due date. The list of projects and mapping tool was also available to the public on Fresno COG's PlanFresno.com website. All participants who provided email addresses were sent a follow up email with an explanation of the process and a link to Fresno COG's RTP website.



Sustainable Communities Strategies Survey Outreach

Fresno COG conducted a preliminary SCS scenario survey from May to October 2025, designed to gather public input and educate the public on transportation and land-use priorities for the region's future growth through 2049. The survey, structured around key themes of transportation investment, land use, neighborhood makeup, and transit-oriented development, allowed respondents to select preferences that aligned with five predefined scenarios (A through E) Fresno COG developed. Staff received 557 responses.

Once each respondent completed the survey they were an automated response showing the percentages by which their responses aligned with each scenario. Then, they were invited to review details about each scenario to learn more:

Community outreach conducted for this effort included the following:

- Online community survey available in English, Spanish

- Three website postings on planfresno.com, PublicInput Community Hubs, fresnocog.org
- Flyers with QR code links to the surveys circulated at events, through partner agencies and the RTP Roundtable in English and Spanish
- Social posts and digital ads purchased on Meta sites, such as Facebook and Instagram.

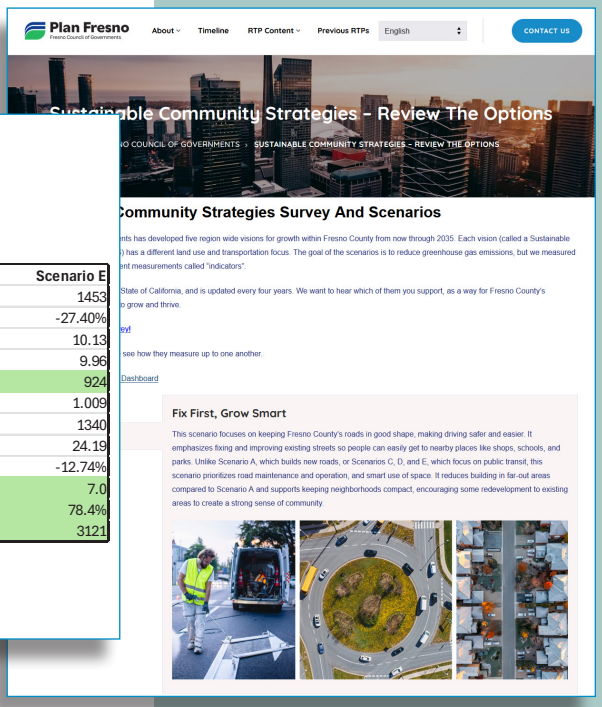
Sustainable Communities Strategy Scenario Outreach

This segment of RTP/SCS outreach took the results from five modeled SCS scenarios back out to the public for review and comment. Each scenario was modeled and computed for 2035, consistent with California Air Resource Board (CARB) guidelines. Fresno COG worked with the SCS Subcommittee to finalize 12 performance indicators (land use and transportation measures) that show each scenario would perform and provide a data driven way to compare scenarios to one another.

An English/Spanish public survey was released on Feb. 17 on Fresno COG's website, via social media and email to collect community comments and feedback on the five scenarios. Staff presented the modeling results and performance indicators at public workshops in Reedley on Feb. 19, and in Kerman on Feb. 24, to receive community input. A presentation to the RTP Roundtable served as the third public meeting and virtual meeting to receive public comments.

Staff presented outreach responses to the SCS Subcommittee, Regional Transportation Plan Roundtable, Fresno COG's Transportation Technical Committee and the Policy Advisory Committee. Following that process, Fresno COG's Policy Board selected Scenario C to be modeled for the environmental impact report and RTP/SCS horizon year 2049.

See Appendix D Public Participation, Review and Adoption for all the Presentations and results.



Performance Indicators Results

Performance Indicators	Scenario A	Scenario B	Scenario C	Scenario D	Scenario E
Public Health (years gain over 2022 SCS scenario)	1439	1443	1458	1453	1453
Clean Air - PM10, PM2.5, Nox (%change to 2022 Scenario)	-27.40%	-27.40%	-27.40%	-27.40%	-27.40%
Access to Destination (minutes)	10.13	10.12	10.11	10.13	10.13
Access to Destination in DAC (minutes)	9.98	9.98	9.94	9.96	9.96
Agricultural Land Consumption (acres)	1044	1031	924	924	924
Active Transportation Index	1.000	1.004	1.009	1.010	1.009
Quality Roads (lane miles)	1347	1347	1347	1347	1340
Miles Driven (VMT per capita)	24.22	24.20	24.17	24.19	24.19
GHG Reduction	-12.60%	-12.69%	-12.82%	-12.75%	-12.74%
Compact Urban Form	6.2	6.4	7.0	7.0	7.0
Financial Investment in DAC	76.7%	75.6%	75.6%	77.4%	78.4%
Critical Environmental Resources - USFWS+ACE (acres)	3211	3169	3121	3121	3121

DAC – Disadvantaged Communities

Creating the SCS Scenarios

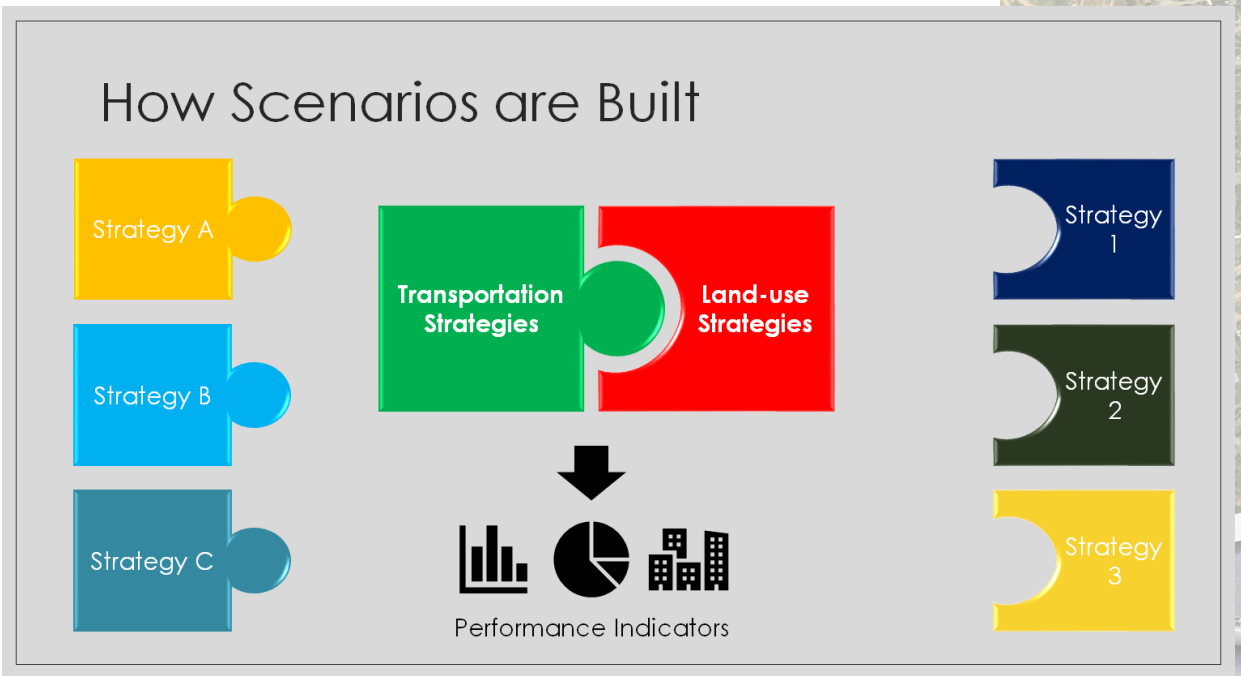
With the vision of multiple growth scenarios, different sets of land-use and transportation strategies are assumed. These land-use strategies employ alternate growth assumptions that have different focuses and priorities. The transportation strategies are also developed to align with the scenario priorities. Accordingly, a scenario is a specific future vision of Fresno County that represents a snapshot in time for a particular future horizon year.

These sets of strategies are used to create the land-use and transportation files that are fed into the travel demand model. This model calculates the vehicle miles traveled (VMT) and the greenhouse gas (GHG) emissions for each scenario.

The scenarios developed during 2025 consider public survey results. Each strove to embody a cohesive and self-consistent future setting for the Fresno County region, combining a set of transportation and land-use strategies with assumptions about future conditions. The future conditions include demographic forecasts from Fresno COG's growth projection, described in more detail in Chapter 2, as well as development assumptions that are consistent with adopted local general plans.

The scenarios are used to demonstrate outcomes from implementing certain strategies. The transportation strategies represented by investment in each priority shape the types and number of projects included in the financially "constrained" vs "unconstrained" list of projects. For example, a scenario that prioritizes street operations and efficiency would allocate more investment to these project compared to other scenarios, resulting in larger number of operation projects included in the constrained list. Additional information on the list of transportation projects is included in Chapter 6. Financial Element.

Figure 5-1: How Scenarios are built



Staff developed five scenarios to be modeled with the full results analyzed. Each of the five SCS scenarios propose a more sustainable future by differently prioritizing the same set of strategies. Performance indicators are used to quantify results for each of the scenarios. Each of the scenarios has the same set of strategies, but each scenario prioritizes the strategies differently.

Transportation Strategies

- Maintain existing streets and roads
- Improve bus transportation and ridesharing options
- Enhance operational efficiency and transportation demand management strategies
- Improve bikeways, trails, walking paths and sidewalks
- Provide an efficient, reliable, and safe roadway system for transporting goods
- Modernize transportation options and infrastructure
- Improve traffic safety
- Improve access and connection between cities/towns
- Improve transportation equity
- Decrease congestion

Land Use Strategies

- Support efficient land uses and livable communities
- Provide a variety of housing options for all income levels
- Conserve agricultural land
- Encourage equitable redevelopment
- Limit growth "footprint"

Other Beneficial Strategies

- Encourage shifts away from the single occupant vehicle
- Increase climate resiliency
- Improve air quality
- Support working from home
- Improve economic, environmental, and public health in disadvantaged communities

The Scenarios

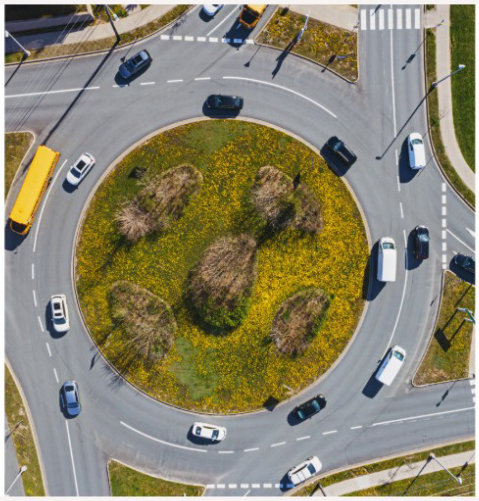
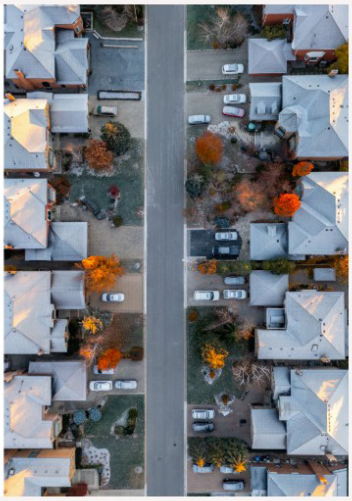
Staff modeled and analyzed the five scenarios and presented their results in March 2026. At that point, Fresno COG's Policy Board selected a preferred scenario. A summary of the five scenarios analyzed is follows, along with the strategy prioritization heat map.

Scenario A

Scenario A represents a strategy focused on enhancing system performance and accessibility through infrastructure investment while continuing the region's existing land-use and development trajectory. It emphasizes improving regional connectivity and mobility through investments in roadway capacity, while generally maintaining existing development patterns. This scenario prioritizes the highest level of funding toward roadway capacity enhancements to reduce congestion, improve travel reliability, and provide more direct access to key destinations across the region. The scenario maintains a strong commitment to roadway maintenance to preserve the existing transportation system in a state of good repair. It also includes significant investment in operational strategies that improve system efficiency, such as intersection improvements and traffic management measures.

From a land use perspective, Scenario A maintains current growth trends, supporting a mix of development across both established activity centers and suburban areas. A variety of housing options are included to accommodate future population growth, reflecting expansive distribution of development rather than a concentrated infill approach.

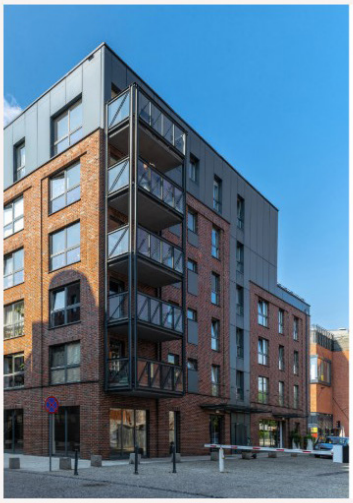
Scenario B

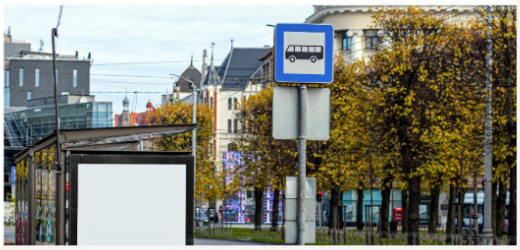




Scenario B focuses on maintaining and optimizing existing roadway system performance, emphasizing long-term reliability and resilience. This scenario prioritizes the highest level of investment in roadway operations compared to other scenarios. These investments are complemented by strong capacity enhancements to address congestion and improve connectivity where needed, while continuing to preserve the system in a state of good repair.

From a land use standpoint, Scenario B supports maintaining current urban densities while incorporating moderate redevelopment and more efficient land use. Growth is distributed across both established centers and suburban areas, balancing continued expansion. Overall, this scenario reflects an approach that enhances system performance through operational improvements and some capacity investments while supporting a more efficient and adaptable development pattern.

Scenario C





Scenario C emphasizes improving mobility through enhanced transit investment while supporting smart, sustainable land-use patterns. This scenario prioritizes increased funding for transit services and infrastructure to expand travel options and improve access to jobs and destinations. Investment in road maintenance is strong while investments in roadway capacity and operations are maintained at moderate levels.

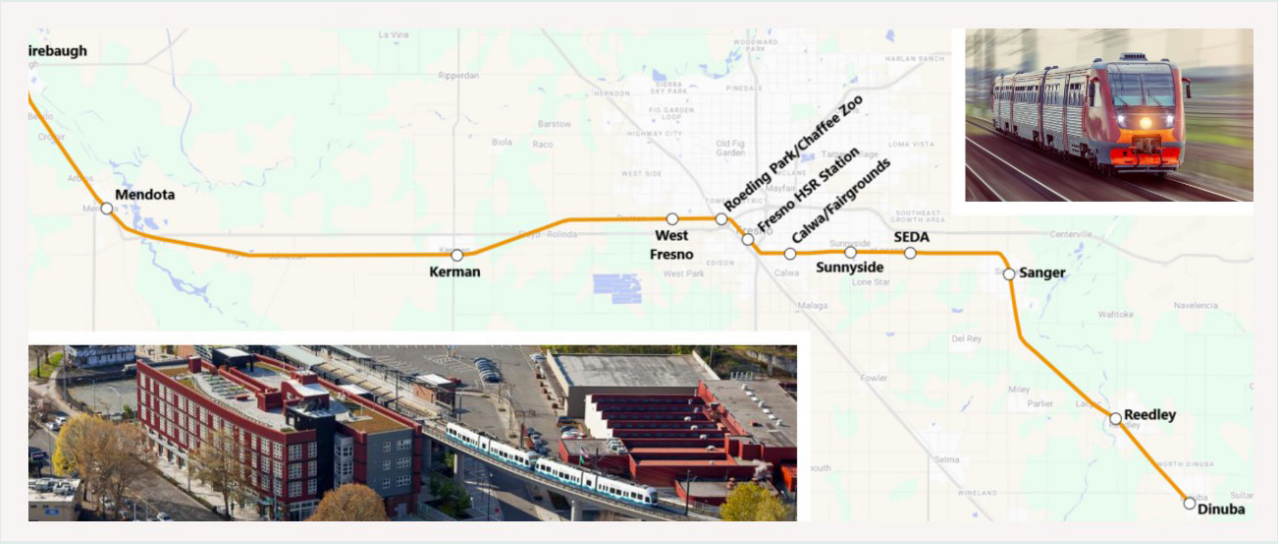
From a land-use angle, Scenario C promotes higher-density, mixed-use development concentrated in existing centers and established areas. This approach supports more efficient land use, encourages redevelopment, and enhances proximity among housing, employment, and services. Growth is directed toward areas with existing infrastructure and transit access, while also recognizing the importance of preserving resource lands.

Scenario D

Scenario D focuses on strengthening regional connectivity through significant investments in transit, with an emphasis on linking major activity centers to the high-speed rail station and airport via a new transit system called light-rail transit (LRT). There would be two new LRT lines in this scenario. The first line would run on Blackstone Avenue in the City of Fresno by replacing the existing BRT (FAX 1) service between the Riverpark Shopping Center and downtown Fresno. The second LRT line would run on Blackstone and Clinton Avenues between downtown Fresno and the Fresno Yosemite International Airport. The LRT will be open to traffic in 2045. This scenario prioritizes substantial transit funding to expand mobility options and improve access along key corridors, while also maintaining strong investment in roadway maintenance to preserve the existing system.

Moreso than the first three, Scenario D promotes transit-oriented development and compact growth patterns concentrated along transit corridors and within established urban areas. This approach encourages higher-density, mixed-use development, and redevelopment to support transit use and improve accessibility. Growth is directed toward infill and redevelopment areas to maximize the benefits of transit investments, while supporting more efficient land use and reducing reliance on auto travel.

Scenario E



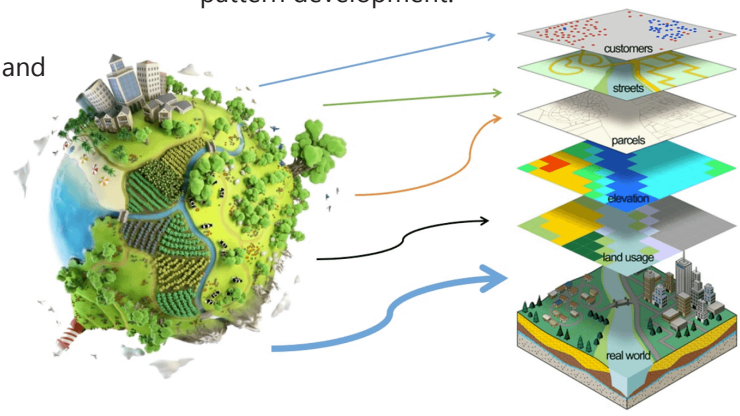
Scenario E emphasizes strong regional connectivity through significant investment in commuter rail, linking cities and key destinations across the region. This scenario prioritizes the highest level of funding for transit improvements, with a particular focus on developing a regional rail network to provide efficient, long-distance travel options. The highlight of this scenario is the Commuter Rail Transit (CRT). In addition to LRT system described in Scenario D, this scenario envisions the passenger rail system connecting the west side cities of Kerman, Mendota, and Firebaugh to Fresno, as well as the east side cities of Sanger and Reedley to Fresno. This transit system would begin operations in 2046. At the same time, it places the least emphasis on roadway capacity expansion, instead relying on transit and multimodal strategies to meet future mobility needs.

From a land-use perspective, Scenario E supports compact, high-density development patterns centered around transit corridors and stations. The scenario promotes infill development and transit-oriented growth, encouraging redevelopment in core areas to maximize existing infrastructure. By directing growth into established areas and along key transit lines, Scenario E strengthens connections between communities while supporting a more sustainable and integrated land use and transportation system.

Scenario Outcomes

Fresno COG used computer models to estimate a broad set of land-use, transportation, health, and environmental impacts to compare the scenarios. All five scenarios will meet the California Air Resources Board's (CARB) GHG emission reduction targets by focusing housing and employment growth in developed areas, protecting natural resource land, and investing in a transportation system that enhances mobility options.

Fresno County jurisdictions continue to implement their own local land use and transportation projects that support the 2026 RTP/SCS. These local efforts were considered in the document's overall land-use pattern development.



Scenario →	A	B	C	D	E
Land-use strategies					
Support efficient land uses and livable communities					
Provide a variety of housing options for all income levels					
Conserve agricultural land					
Encourage equitable redevelopment					
Limit growth "footprint"					
Transportation Strategies					
Maintain existing streets and roads					
Enhance operations efficiency & TDM					
Improve bike & pedestrian infrastructure					
Provide efficient roadway system for goods					
Improve transit & shared mobility					
Innovate/modernize travel & infrastructure					
Improve traffic safety					
Improve multimodal accessibility & connectivity					
Improve transportation equity					
Decrease congestion					
Other Benefits					
Encourage shifts away from SOV					
Increase climate resiliency					
Improve air quality					
Support work-from-home					
Improve outcomes for disadvantaged communities					

Figure 5:2 (above) Comparison heat map of priorities between scenarios

Legend: High Priority Medium Priority Low Priority

Performance Indicators

Twelve performance indicators are employed in the 2026 SCS. While ten of the 12 indicators are continued from the 2022 SCS, two of them are new. Among the 10 indicators being carried from last SCS, three of them have gone through minor changes, either in their name or scope. The last two indicators added in this round are related to equity and natural resource conservation and were recommended by EJ and SCS subcommittee respectively.

Public Health

This indicator measures the health benefits that come from the prevention of accidents, diseases, and people walking/biking in Fresno County region. Health outcomes are quantified using Disability-Adjusted Life Years (DALYs), a time-based metric that combines years of life lost due to premature mortality (YLLs) and years lived with disability (YLDs). One DALY represents the loss of one year of full health. The indicator reflects changes in overall quality of life relative to the 2022 SCS preferred scenario. It measures changes in overall quality of life – both the number of years lived, and the health quality of those years.

Clean Air

This measures the amount of pollution being put into the atmosphere from vehicular travel. Pollutants included in this analysis are particular matter 10 microns or less (PM10), PM2.5, and nitrous oxides (NOx). It is compared against 2022 RTP/SCS scenario and shown in percent change.

Access to Destination

This represents how easy it is for people to get from their homes to jobs, shopping, and services, by measuring how close the residences are to their destinations. It measures in minutes the average trip time from home to jobs and services during morning peak hours. It is based on the travel demand model trip assignment results.

Access to Destinations in Disadvantaged Communities (DAC)

It measures the average trip time in minutes from home to any destination during morning peak hours for the people living in the disadvantaged communities. It is similar to the previous indicator but focuses only on the disadvantaged communities within the Fresno County.

Agricultural Land Consumption

This measures the acres of farmland, projected to be converted into new residential and commercial development. It is one of the critical indicators in the SCS analysis as Fresno County is considered the prime agricultural region.

Active Transportation Index

This measures the total number of bike/walk trips in the Fresno County. It comes from mode share of the transportation model. It depends on the land-use distribution along with the active transportation infrastructure throughout the County. It is expressed relative to Scenario A and is one of the three indicators being modified this round by considering the number of active transportation trips rather than number of miles of new bike/walk infrastructure.

Quality Roads

This measures the total lane miles of road maintenance projects, open to traffic by 2035. The projects include those that are repaired, repaved, rebuilt, or otherwise maintained throughout the County.

Miles Driven

This represents the amount of travel that takes place in a typical weekday in Fresno County. It comes from the travel demand model and measured by vehicle miles traveled (VMT) per capita.

GHG Reduction

This measures the average person's carbon emissions due to vehicular travel. They are measured against 2005 levels and must meet the California Air Resources Board's (CARB) 13% target. This indicator was renamed from "Climate Change" to "GHG Reduction" for this SCS.

Compact Urban Form

This composite index combines multiple land-use variables to assess how efficiently land is used in relation to transit, development, and mixed land-use functions. The weighted composite index gives 30% weightage on Residential Density, 25% on Employment Density, 20% on TOD development rate, 15% on Mixed-Use development, and 10% on Infill development rate.

The scope of this indicator was slightly updated from the last SCS's indicator "Achievability". Also, this indicator is being depicted as the critical parameter of land use and scores positively compared to the last SCS.

Financial Investment in Disadvantaged Communities (DAC)

This indicator measures the financially constrained project cost by scenarios that are located in disadvantaged communities (DACs) and open to traffic by 2035. For projects not fully located in DACs, the investment is calculated by the share of length or area within the DACs depending on the type of project. Out of all the projects submitted in the 2026 SCS, 72% of the project costs are distributed within DACs. Each scenario has a higher share of investment in DACs compared to the overall submitted project pool. This indicator was recommended by the EJ Subcommittee to support evaluation of investment distribution across disadvantaged communities.

Critical Environmental Resources

Similar to the indicator used to measure agricultural land consumption, this indicator was added by the SCS subcommittee to track residential and commercial development consumption of critical habitats and wetlands in Fresno County. To calculate this indicator Fresno COG used two major data sources, U.S. Fish and Wildlife Service (USFWS) and California Department of Fish and Wildlife (CDFW). It is based on Fresno COG's land-use model, regional growth projections, and land-use strategy for each scenario. The Areas of Conservation (ACE) dataset from CDFW were also included in the analysis to capture the biodiversity, habitat connectivity, and climate change resiliency in evaluating scenario impacts.

Table 5:1
Scenario Performance Indicator Report Card

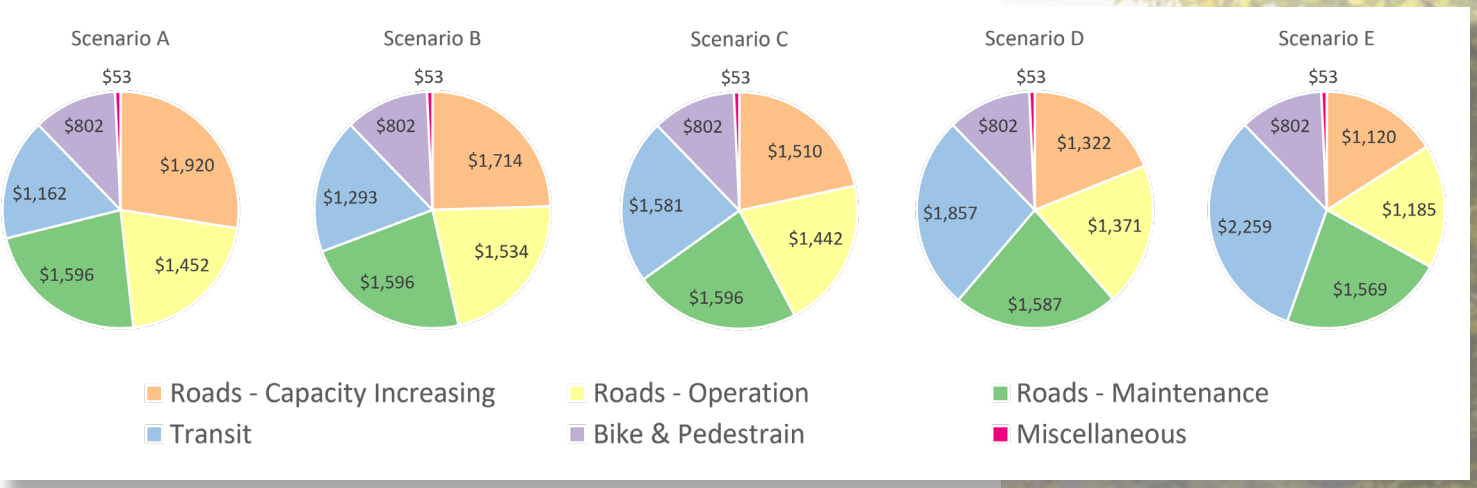
Performance Indicators	Scenario A	Scenario B	Scenario C	Scenario D	Scenario E
Public Health	1594	1586	1608	1612	1606
Clean Air	-30.30%	-30.30%	-30.30%	-30.30%	-30.30%
Access to Destination	10.41	10.39	10.40	10.40	10.41
Access to Destination in DAC	10.09	10.07	10.07	10.08	10.08
Agricultural Land Consumption	1044	1031	924	924	924
Active Transportation Index	1.000	1.000	1.008	1.007	1.007
Quality Roads	1347	1347	1347	1347	1340
Miles Driven	22.85	22.84	22.80	22.81	22.81
GHG Reduction	-13.41%	-13.40%	-13.58%	-13.56%	-13.52%
Compact Urban Form	6.2	6.4	7.0	7.0	7.0
Financial Investment in DAC	76.7%	75.6%	75.6%	77.4%	78.4%
Critical Environmental Resources	3211.17	3169.47	3120.77	3120.77	3120.77

Funding Outcomes

Each of the five scenarios result in slightly different lists of constrained projects due to how strategies are prioritized. However, the project lists do not differ vastly, given that different funding sources in the revenue projection are intended for specific uses and have certain restrictions.

Figure 5-3 below shows a comparison of funding outcomes by project type for each scenario. Additional information on the project lists, revenue projections, and funding sources is available in Chapter 6.

Figure 5-3: Transportation Projects (in $M) by Scenario



The Preferred Scenario: Scenario C

Fresno COG's Policy Board adopted Scenario C as the preferred SCS scenario in March 2026. Scenario C represents a growth scenario that focuses on an enhanced transit and Smart Growth pattern. This scenario combines efficient mobility with smart, sustainable, urban growth focused on existing centers and established areas. Scenario C balances historical growth and compact transit-oriented development.

Major features and benefits of Scenario C include:

- More focus on transit system
- Highest investment in road maintenance
- Moderate investment in operations
- Supporting higher-density growth with mixed-use development
- More growth in centers and established areas
- Consider agricultural and natural resource land preservation
- Highest greenhouse gas (GHG) emissions reductions

SB 375 requires CARB to set regional GHG emission reduction targets for 2020 and 2035 for each MPO, and to update the regional targets at least every eight years. The first targets were established in 2010 and set again in October 2018.

The Fresno County region's State-mandated target is:

1) a 6% reduction in per capita GHG emissions from cars and light-duty trucks – compared to 2005 – by 2020

2) a 13% reduction by 2035. Fresno COG will be able to meet the targets through its 2026 RTP/SCS. It's worth noting that Fresno COG far exceeded its 2020 GHG target largely due to the drastic reduction in travel in 2020 caused by the COVID pandemic. Since 2020 is the past year, it is reasonable to refer to CARB's SB 150 report to evaluate GHG performance rather than conducting the quantitative analysis in this document. SB 150 report already quantifies the GHG reduction for the Fresno COG region which is 14% for 2020 as indicated in Table 5-2.

Table 5-2: Per Capita Greenhouse Gas Reduction Targets

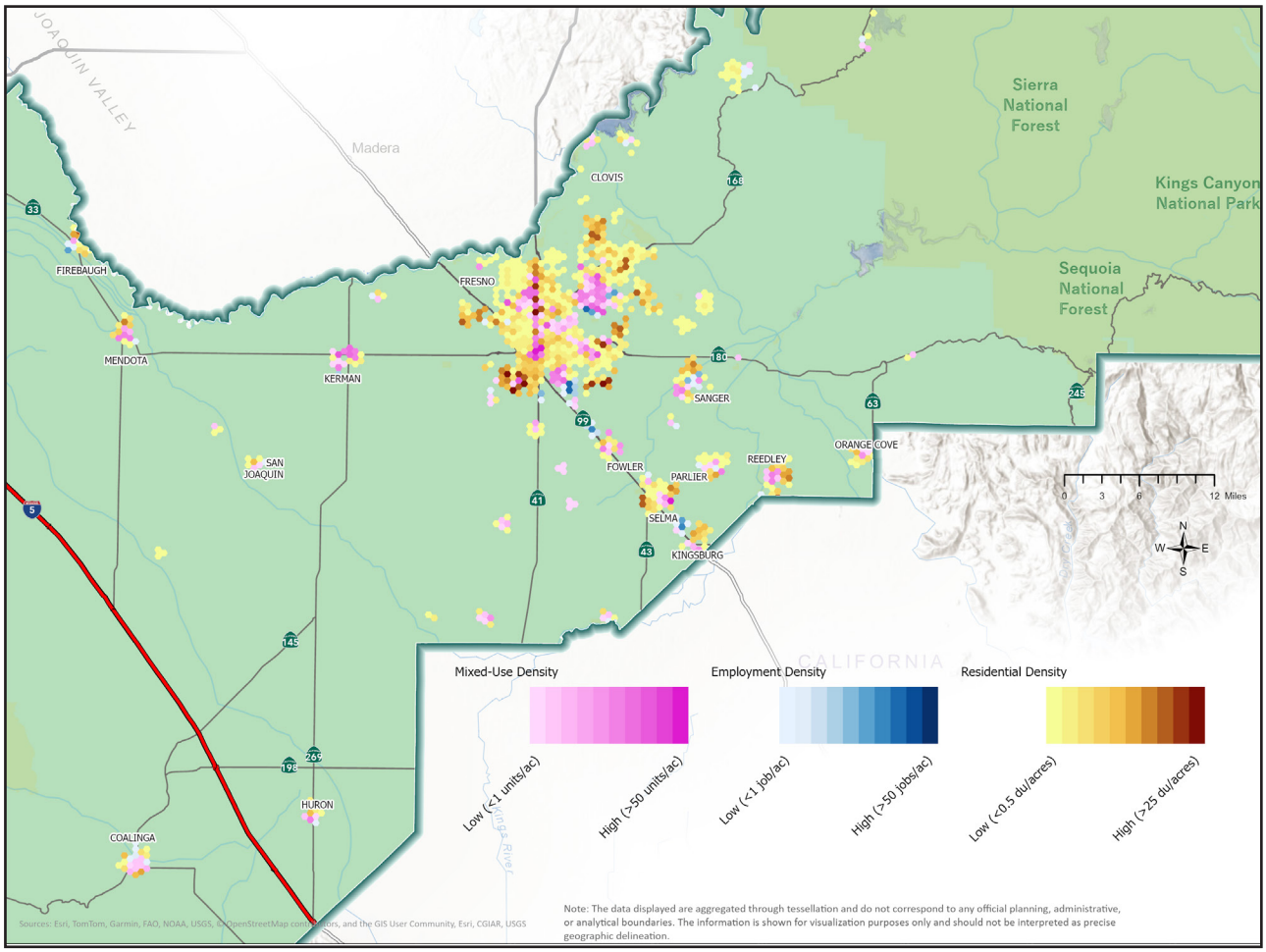
Year	FCOG Target Set by CARB	Preferred Scenario
2020	6%	14%
2035	13%	13.58%
2046	NA	16.87%

Land Use Pattern

Scenario C was built primarily from existing local general plans, regional growth projections, and insights from the REMI economic forecasting model. Based on the SCS strategies' priorities, certain aspects are intensified, such as new housing and commercial development density and location. Scenario C limits its growth footprint by focusing infill development with higher densities in urban areas, particularly along existing transportation corridors.

The City of Fresno's updated general plan calls for 50 percent of new growth in designated infill development areas and proposes no sphere of influence expansion through 2035, which will help rein in fringe development in a traditionally sprawling region. The City's

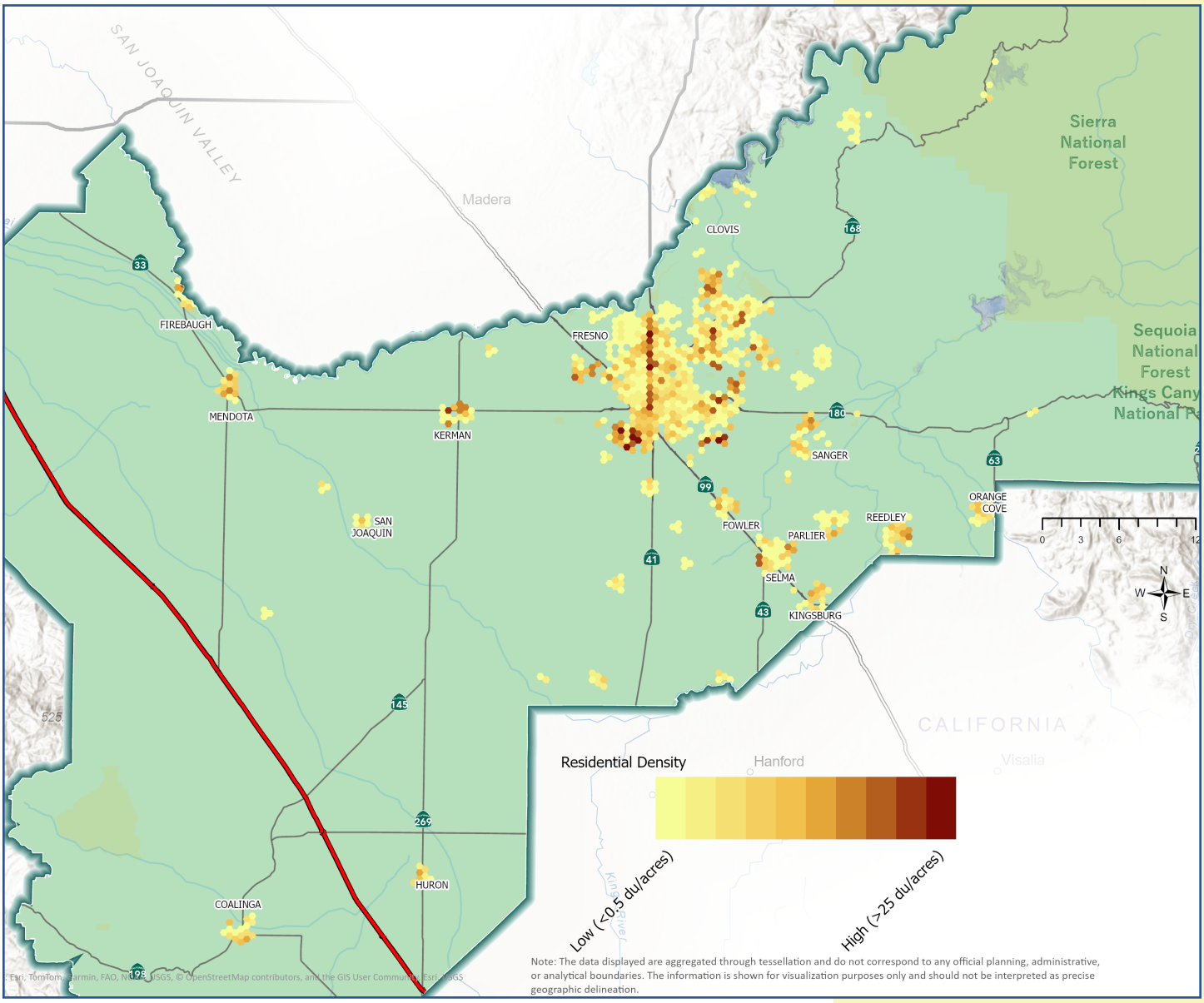
Figure 5-4: 2035 Land Use Pattern



general plan also includes "complete neighborhood" elements, where residents have easier access to jobs, schools, and other services by different transportation modes. The complete neighborhood concepts foster distinctive and attractive communities with a strong sense of place.

Scenario C proposes 29% mixed-use development and 50.2% of new development in the City of Fresno to be infill development. Figures 5-4 to 5-6 illustrate Scenario C's growth pattern, including residential, commercial, and mixed-use densities, as well as employment growth. Higher-density, mixed-use development are concentrated in existing centers and established areas. Proximity between housing, employment, and services is enhanced by efficient land use and smart redevelopment. Growth is directed toward existing established areas and transit corridors resulting in a lower growth footprint.

Figure 5-5: Residental Growth Density



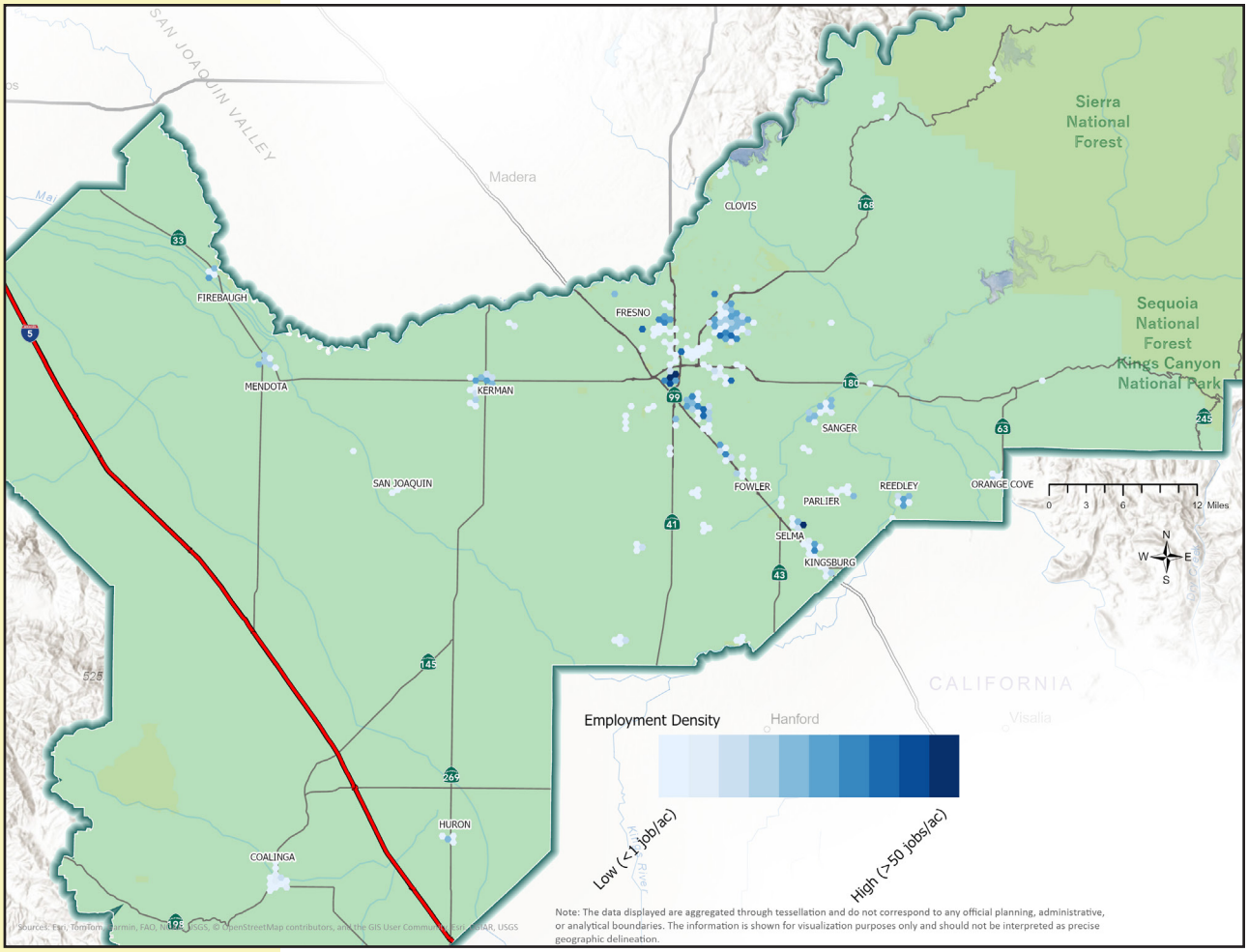


Figure 5-6: Employment Growth Density

Transportation Strategies

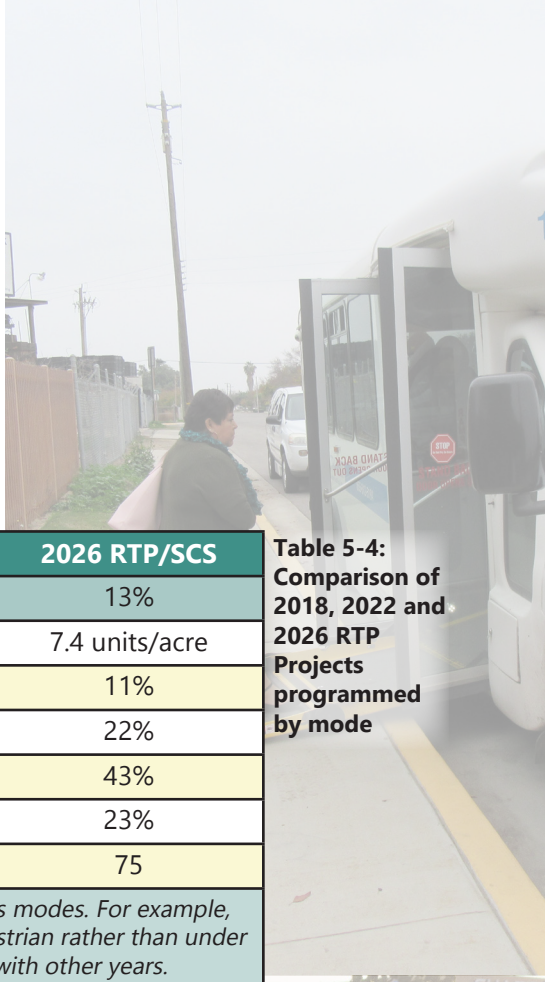
An important part of the Revenue-Constrained Transportation Network, described more in RTP Chapter 6, is a significant investment in public transit, as well as facilities that encourage walking and biking. These investments aim to make public transit, walking, and biking more attractive options – particularly in areas planned for more compact and mixed-use development. Local streets and roads investments, including access to regional airports, goods movement projects, transportation demand measures (TDM), and transportation system measure (TSM) projects and programs, also are integral to the overall transportation network. Proposed investments in the Revenue-Constrained Transportation Network in the 2026 RTP/SCS are shown in Table 5-3 below.

Table 5-3: Constrained Project List investment by mode

	Total Dollars		Number of Projects	
Project Type	Dollar Amount*	Percentage	Numbers	Percentage
Bicycle & Pedestrian	$80,2251,000	11%	737	30%
Streets & Roads Capacity Increasings	$1,510,062,000	22%	220	9%
Streets & Roads Maintenance & Operations	$3,038,033,000	43%	1444	58%
Transit	$ 1,581,333,000	23%	75	3%
Miscellaneous	$52,805,000	1%	13	1%
TOTAL	**$6,984,484,000**	**100%**	**2489**	**100%**

**Estimated to the $1,000's*
**The total percentage for number of projects section totals more than 100% because of rounding*

The 2026 RTP/SCS brings about big changes to transportation planning and funding. Table 5-4 below shows the difference in projects programmed by mode among the 2018, 2022, and 2026 RTPs. The most notable change is represented by the decrease in capacity-increasing projects, which decreased by approximately five percent. Additionally, maintaining Fresno County's streets and roads continues to be a regional priority, with investments in maintenance and operations projects increasing by four percent compared to the 2022 RTP/SCS. The overall number of projects submitted by Fresno COG's member jurisdictions was 2,827, of which 2,489 are included in the constrained project list and 338 on the unconstrained project list. Additional details on these investments are included in Chapter 6.



	2018 RTP/SCS	2022 RTP/SCS	2026 RTP/SCS
2035 GHG Target	13%	13%	13%
Housing Density	7.4 units/acre	7.6 units/acre	7.4 units/acre
Bicycle Pedestrian ($)	8%	17%	11%
Capacity Increasing ($)	34%	27%	22%
Maintenance & Operation ($)	40%	39%	43%
Transit ($)	18%	17%	23%
Transit (no. of projects)	84	106	75
**In the 2022 RTP/SCS, costs for multimodal projects were disaggregated and allocated across modes. For example, bicycle and pedestrian components of roadway projects were counted under Bicycle & Pedestrian rather than under capacity or maintenance categories. As a result, values for 2022 are not directly comparable with other years.*			

Table 5-4: Comparison of 2018, 2022 and 2026 RTP Projects programmed by mode

Off-Model SCS Strategies

Aside from the transportation and land-use strategies described under the SCS Scenarios section that are modeled explicitly, the 2026 SCS also includes strategies that could not be modeled but are an important component of the SCS strategies that help the region achieve the GHG targets.

Transportation Demand Management

Transportation demand management (TDM) programs are designed to reduce single-occupant vehicle trips by changing traveling behavior and encouraging alternative transportation modes. TDM strategies also reduce vehicle trips during peak traffic periods, thereby reducing GHG emissions. Managing demand can be a cost-effective alternative to increasing capacity. A demand management approach also has the potential to deliver better environmental outcomes, improved public health and more livable communities.

TDM strategies in Fresno County include, but are not limited to:

- Measure C's Carpool Incentive program, which provides commuter incentives for sharing rides to work or school
- Measure C's Commuter and Agricultural Worker Vanpool Subsidy programs. which provide funding to new and existing commuter vanpools
- Fresno COG's Valleyrides.com website and carpool mobile application offers commuters free ride matching and serve as the database for Measure C's Carpool and Vanpool Programs

- Flex-time work schedules to reduce peak congestion
- Other trip reduction programs

Fresno County's Measure C extension, a half-cent sales tax measure, allocates close to $20 million over its 20-year lifespan to fund carpool, vanpool and agricultural worker vanpool programs. Measure C's carpool program provides incentives to carpooling commuters. It is assumed that program participation will continue in the future at the rate reported in the most recent year, with the assumption that Measure C will be renewed again in 2027.

The San Joaquin Valley Air Pollution Control District's (SJVAPCD) Rule 9410: Employer-Based Trip Reduction, is another example of programs designed to encourage employees to reduce single-occupancy vehicle trips.

Transportation Systems Management (TSM) and Intelligent Transportation Systems (ITS)

The transportation systems management (TSM) approach to congestion mitigation and GHG emission reduction seeks to optimize transportation systems. Through better transportation infrastructure management and operation, these techniques are designed to improve traffic flow, air quality and safety.

ITS technologies refer to a wide variety of tools and techniques that focus on addressing transportation problems by improving efficiency and safety through communications, computers, information and other "high-level technologies." They include features such as: traffic operations centers, changeable message signs, roadway cameras, signal synchronization and emergency vehicle preemption, as well as more advanced technologies, including: real-time traveler information; automatic vehicle location devices; vehicle collision avoidance, and; electronic toll collection.

Regional investments have included deployment of adaptive signal control systems, expansion of fiber-connected traffic signal infrastructure, centralized Advanced Transportation Management System (ATMS) integration, freeway ramp metering, and enhanced coordination between local agency traffic operations centers and Caltrans District 6. The 2026 RTP/SCS programs about $249 million over its planning horizon to fund TSM operational improvement projects. Fresno COG has also initiated development of an updated Regional ITS Architecture and TSMO Strategic Deployment Plan to support continued regional coordination, evolving mobility needs, emerging technologies, and integrated corridor operations.

Fresno COG analyzed transportation strategies that would reduce GHG emissions but could not be quantified in the regional travel demand model. A summary of these "off-model" strategies is provided below, with additional detail provided in the Technical Methodology in Appendix C.

Electric Vehicle Adoption and Charging Infrastructure

Over the last decade, the California Legislature has approved a series of bills and executive orders to expand electric vehicle (EV) adoption. The 2021 Infrastructure Investment and Jobs Act (IIJA) includes funding for a national EV program to advance EV infrastructure. The Fresno County region is actively planning for electric vehicles.

Fresno COG recognizes the role that regional and local governments can play in accelerating alternative fuel vehicles, as well as fueling and recharging station development. Fresno COG has been active in this area, which, in turn, helps the state meet its overall GHG reduction target.

Fresno COG completed its Regional Electric Vehicle Readiness Plan (EVRP), which identified funding sources for charging infrastructure and EV incentives to quantify VMT/GHG reductions. Fresno County is projected to see faster EV growth than other, more affluent areas in the state in the next 20 years given the region's late start to EV adoption. Anticipated funding for EV infrastructure includes federal, state, regional and local sources. Fresno COG's New Technology Grant Program through the local Measure C sales tax measure, and FTA's Low or No Emissions Program, have provided several grants to deploy electric buses and charging infrastructure. The region is undergoing renewal efforts for Measure C, which will sunset in 2027. The new measure is expected to allocate significant funding for EV infrastructure, considering fleet electrification's efficacy in improving air quality and protecting the climate.

Pedestrian Infrastructure Improvements

Many projects have been proposed in this SCS planning cycle to improve infrastructure and promote walking and biking. The SCS's proposal to promote infill development and active transportation improvements is expected to increase walking and biking trips. To further promote active modes of transportation, Fresno COG, in partnership with local jurisdictions and stakeholders, in working to improve local street and road safety. These efforts include the Regional Safety Plan and Local Road Safety Plan, which are both collaborative efforts to align safety efforts across jurisdictions and find proven solutions that reduce injuries and save lives.

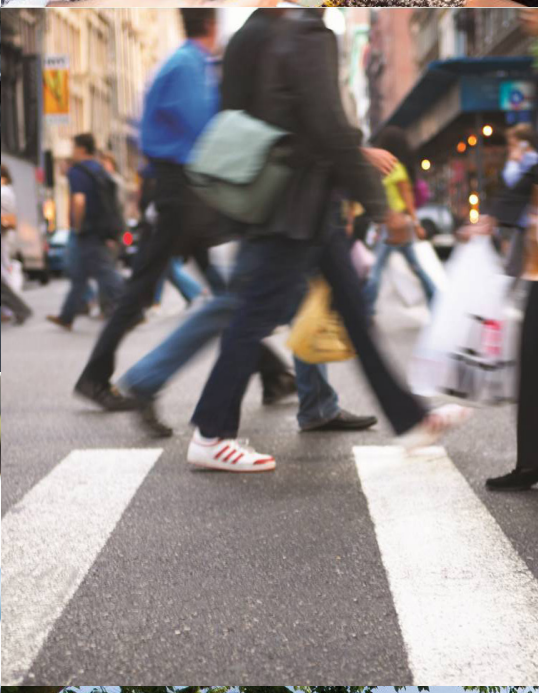
Employer-Based Trip Reduction Program (Rule 9410)

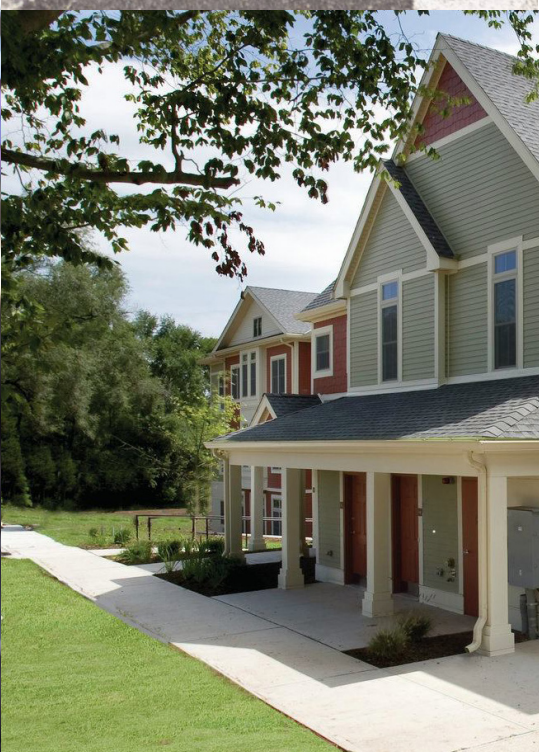
The San Joaquin Valley Air Pollution Control District's Rule 9410 has instituted its employer-based trip reduction efforts through the eTRIP program since 2009. The rule requires larger employers to establish a employer trip-reduction implementation plan (eTRIP) to encourage employees to reduce single-occupancy vehicle commute trips and their associated pollutant emissions. However, since the telecommute is already addressed within the model, Rule 9410 will exclude the VMT and GHG reductions coming from employer telecommute policies within this program.

Car Sharing

Car share programs are membership-based services that provides access to shared vehicles for shorter-term use, often by the hour where fees are typically prices on per-mile or hourly basis. It is an affordable and convenient alternative to owning a car. Car share programs can benefit users by saving them money on transportation costs as well as benefit communities and the environment by reducing GHG emission and traffic congestion.

Car share programs have the potential to reduce vehicle ownership rates (as households may shed one or all their vehicles) reducing single-occupancy vehicle trips, and VMT, as mode choices shift to biking, walking and transit use. In addition, the carshare fleets are often newer and more fuel-efficient





than older privately owned vehicles. The Fresno region is fairly new to car sharing, though a car sharing program with 42 electric vehicles exists in the Southwest region of Fresno, which is highly air polluted area of the city. New technology funding is expected for future car share programs.

Accommodating the Regional Housing Needs Assessment

SB 375 increased the link between housing planning and the RTP. The RTP must be updated every four years, and the Regional Housing Needs Allocation (RHNA) Plan every eight years. Therefore, every other RTP coincides with the RHNA planning process. SB 375 requires the SCS to "identify areas within the region sufficient to house an eight-year projection of the regional housing need for the region pursuant to (Government Code) Section 65584." The SCS preferred scenario meets this requirement and supplies enough residential housing capacity by jurisdiction to accommodate the eight-year housing need of 24,856 units projected for the 2024-2032 period for the Fresno COG region.

The California Department of Housing and Community Development (HCD) provides an overall countywide RHNA determination from which Fresno COG, working closely with local agencies, allocates each jurisdiction's fair share of regional housing need by income group. The Fresno County region has received its RHNA determination for the sixth housing element cycle (2024-2032), which is 58,298 total units across four income categories: 15,592 very-low, 9,143 low, 9,047 moderate, and 24,516 above-moderate units.

Income Category	Total Units
Very-low	15,592
Low	9,143
Moderate	9,047
Above-moderate	24,516

Pursuant to Government Code section 65584(d), the methodology to prepare Fresno COG's RHNA plan must further the following objectives:

1. Increasing the housing supply and mix of housing types, tenure, and affordability.
2. Promoting infill development and socioeconomic equity, protecting environmental and agricultural resources, and encouraging efficient development patterns
3. Promoting an improved intraregional relationship between jobs and housing
4. Balancing disproportionate household income distributions
5. Affirmatively furthering fair housing

Protecting Natural Resources and Farmland

In identifying the overall land-use pattern, the SCS also considers areas to be protected from development. These farmlands, open space, and natural resource areas are critical for the region's environmental and economic health.

The California Department of Conservation administers the Farmland Mapping and Monitoring Program (FMMP), which analyzes state agriculture impacts. FMMP maps are updated every two years to characterize farmland, agricultural resources and farmland loss to other uses. The FMMP uses the United States Department of Agriculture's (USDA) four agricultural productivity categories to consider factors such as soil quality, water availability, slope, and flooding potential. These designated farmland categories are shown in Figure 5-7. The future development pattern proposed in the 2026 SCS will consume 23.2 acres of important farmland as defined by SB 375 and categorized as follows:

- **Prime Farmland: 16.7 acres**
- **Farmland of Statewide Importance: 1.5 acres**
- **Unique Farmland: 5.00 acres**

In addition, the SCS will convert an estimated 199.6 acres of grazing land and 38.3 acres of locally important farmland to new development, bringing the total farmland conversion to 261.1 acres, or 4.2% of the total land consumed for new growth between 2023 and 2035.

Staff incorporated data sets of protected lands, such as farmland, open space, and critical habitat into the SCS planning process as constraints for new development within the SCS land-use assumptions. The preferred SCS scenario conserves natural resources by limiting its growth footprint by focusing on infill development with higher densities in urban areas. The 2026 RTP/SCS includes a policy to support local jurisdictions' efforts to minimize the loss of farmland, environmentally sensitive areas, and natural resources. Figures 5-7 through 5-10 provide the location of some of the Fresno County region's natural resources.

Figure 5-7:
Farmland

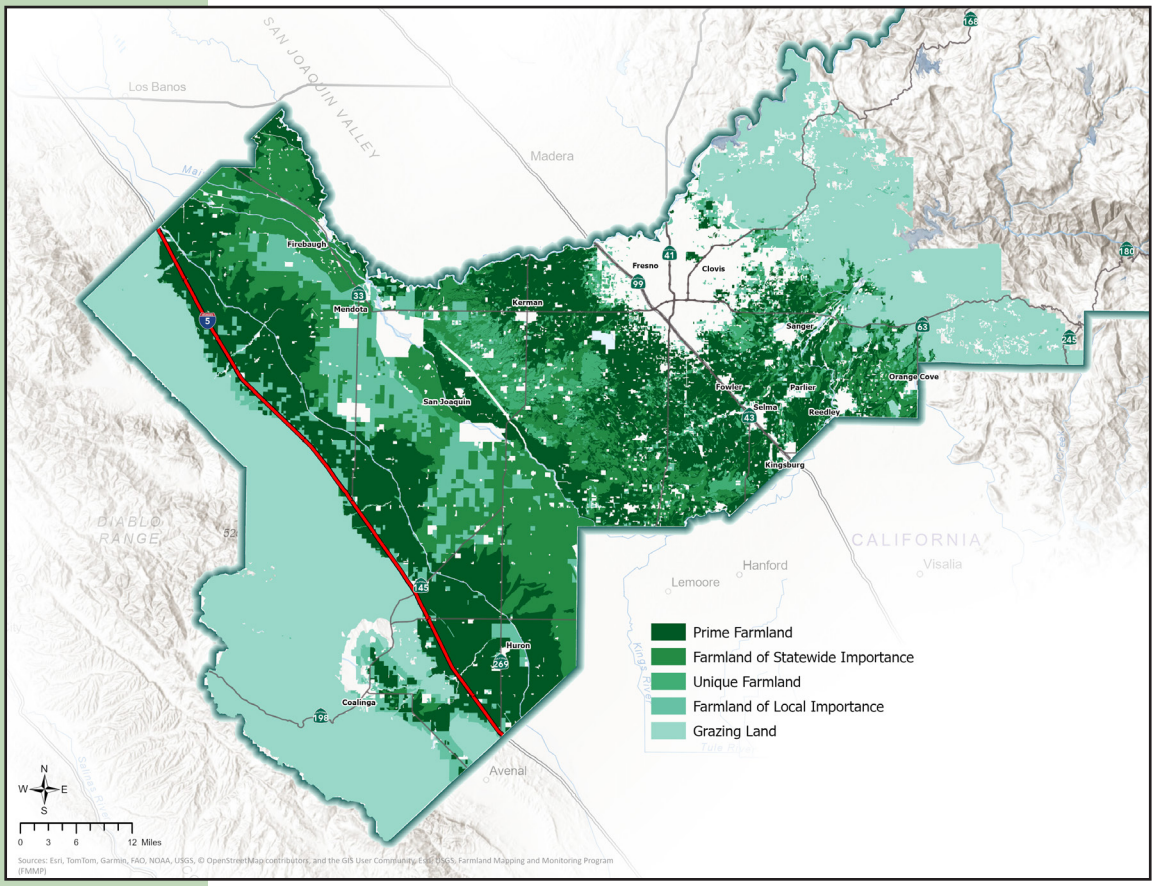


Figure 5-8:
Critical Habitat

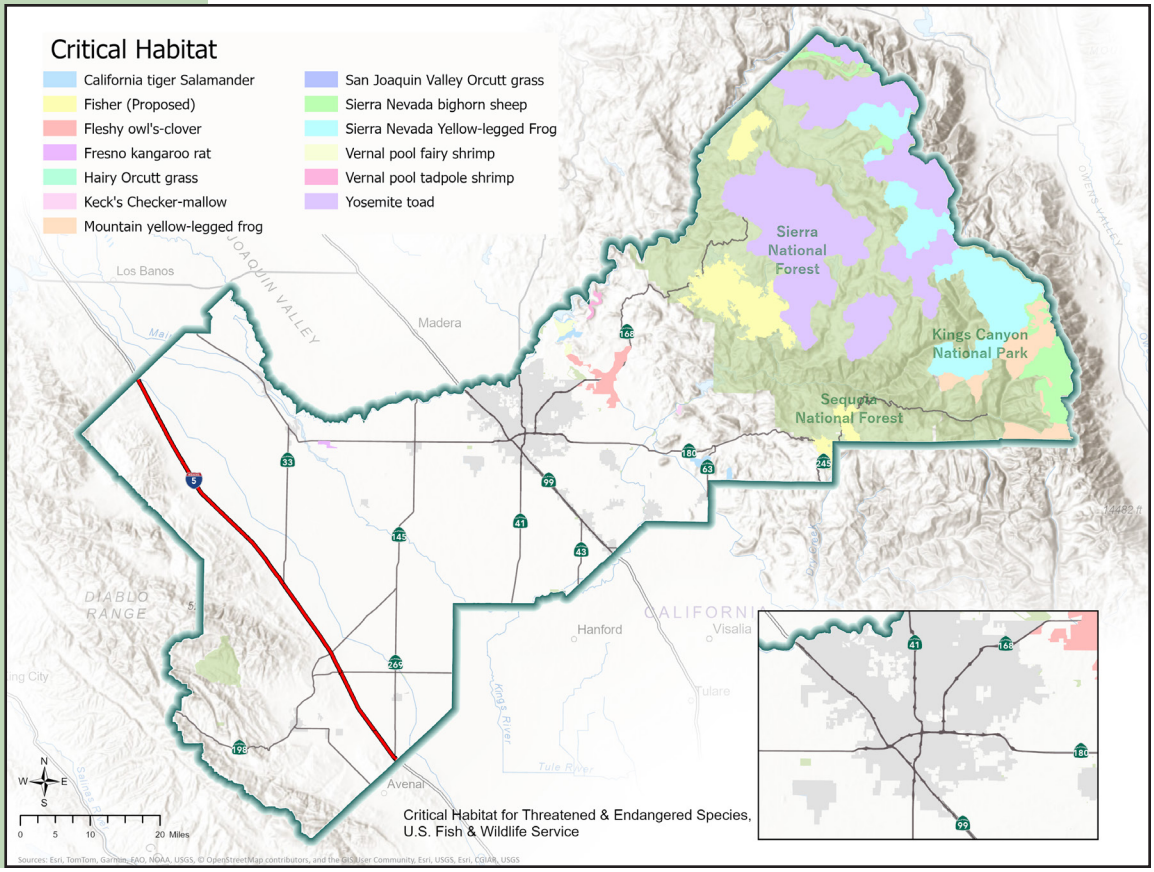
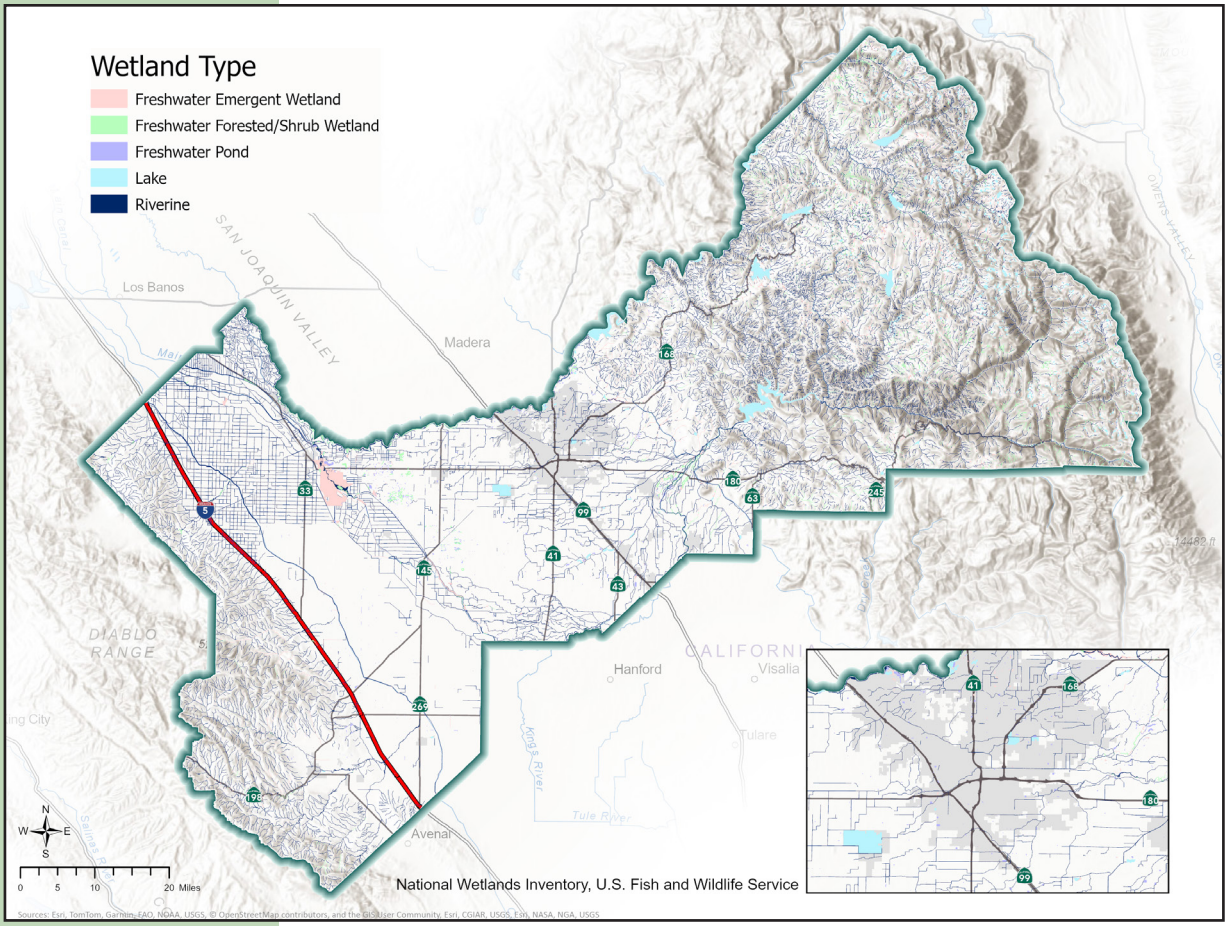


Figure 5-9 Wetlands, Riparian Forests and Vernal Pools



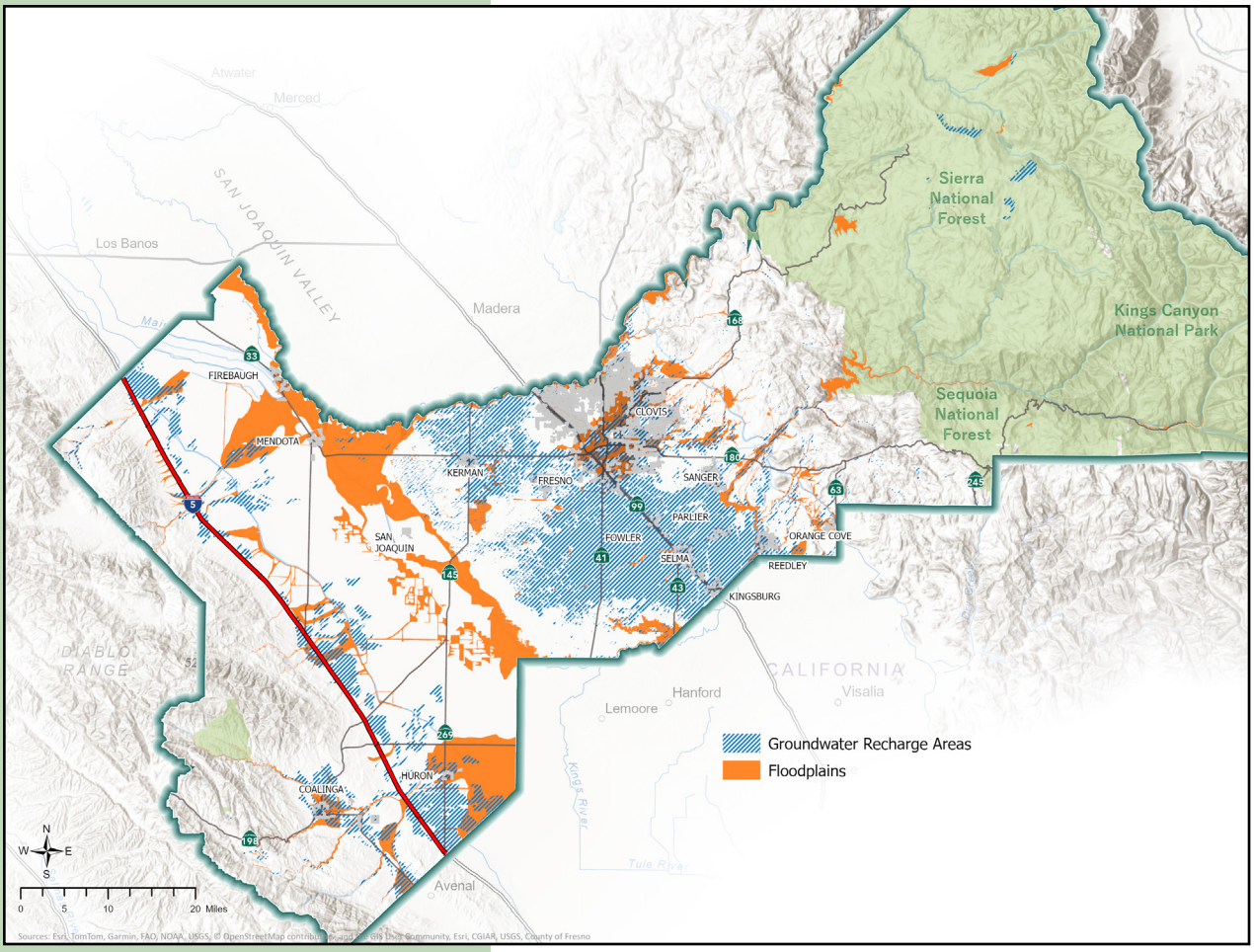
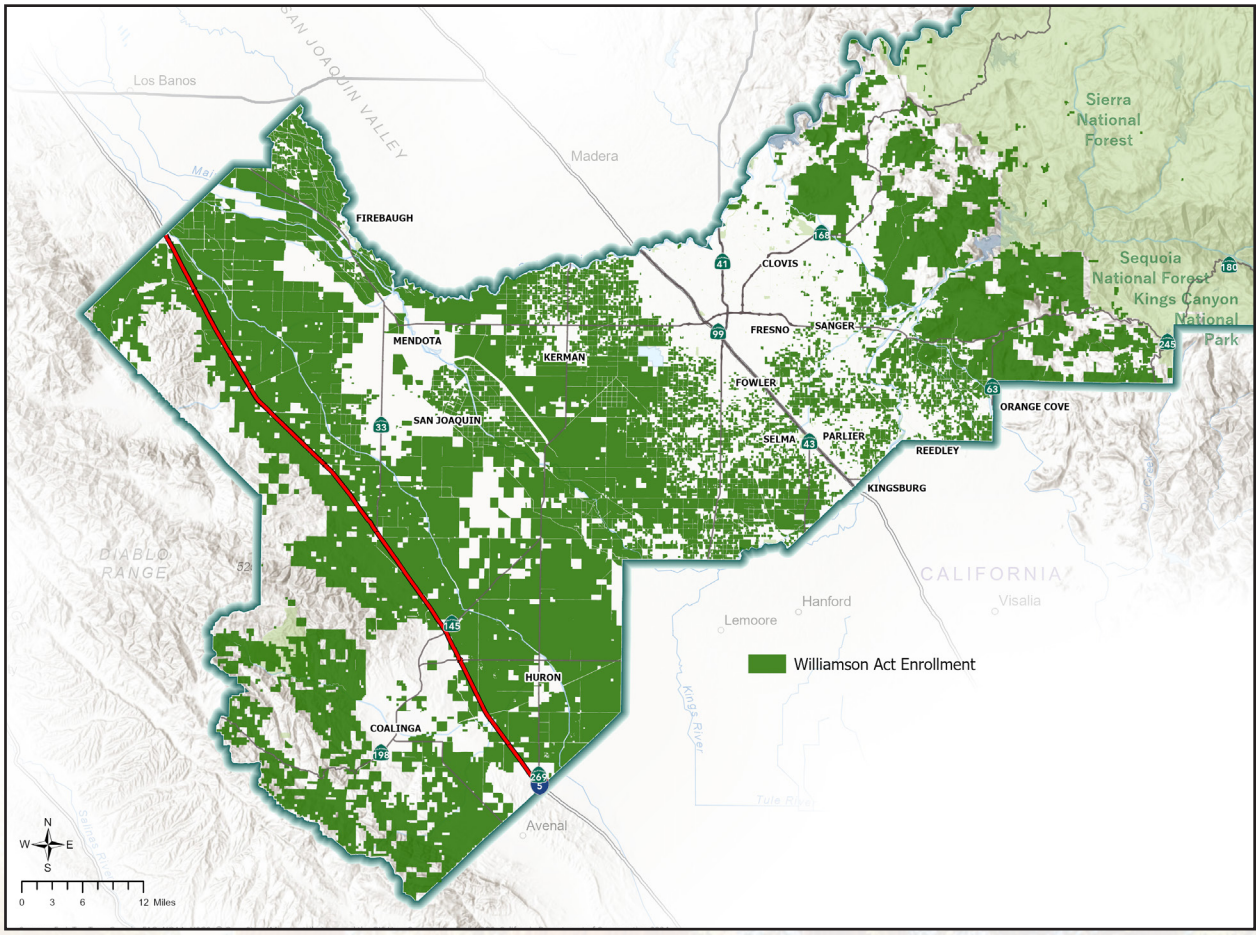


Figure 5-10: Floodplains and Groundwater Recharge Zones

Figure 5-11: Parks and Open Space and Williamson Act Land



Climate Adaptation and Mitigation

California is already experiencing climate change effects, such as extreme heat, changes in precipitation patterns, drought, wildfires, and extreme weather events. The transportation network is susceptible to impacts and disruptions, such as flooding and pavement deterioration.

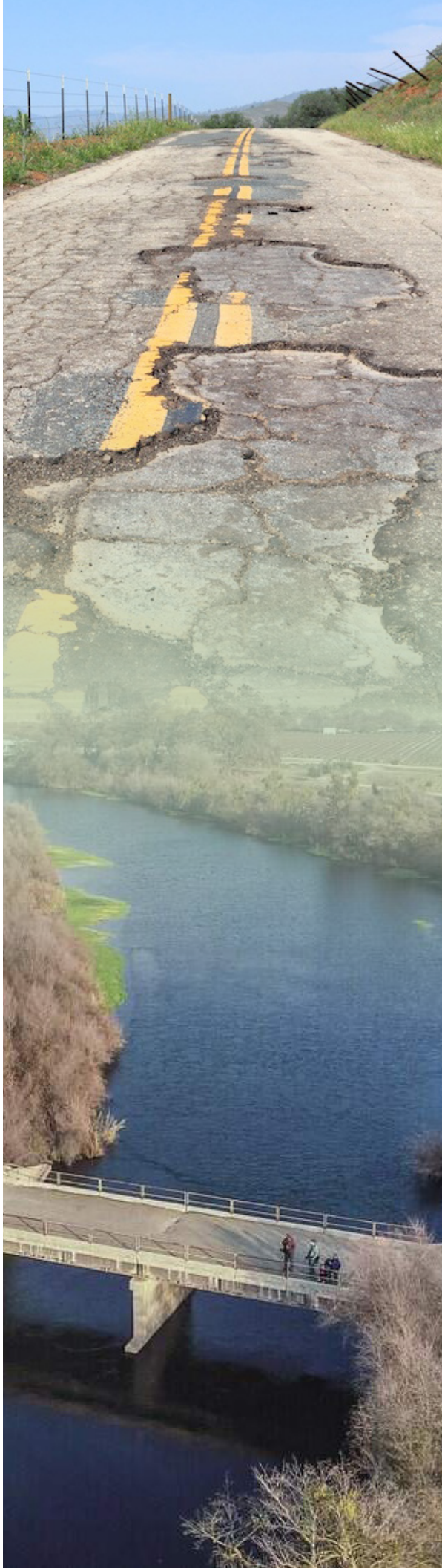
Climate change can have long-term impacts on the transportation network, including:

- More frequent/severe flooding of low-lying infrastructure, requiring more effective stormwater management, due to more intense precipitation events.
- Greater thermal expansion of bridge joints and paved surfaces, potentially causing premature degradation.
- Higher maintenance/construction costs for roads and bridges, due to increased temperatures.
- Asphalt degradation and shorter replacement cycles, leading to limited access and higher costs, due to higher temperatures.
- Air-traffic disruptions, due to severe weather and precipitation events that impact arrival and departure rates.

California Government Code requires that State agencies consider climate change impacts when planning, designing, building, operating, maintaining and investing in state infrastructure. Fresno COG encouraged local jurisdictions to consider climate adaptation in their transportation investments by awarding additional points as part of the RTP project scoring criteria, if climate risks were analyzed and incorporated into project designs.

In addition to climate change's direct impacts, transportation systems may also have to adapt to settlement or economic activity pattern changes. For example, changes in agricultural production locations may require changes in the transportation system. Better understanding of broad climate change impacts and adaptation strategies will provide a clearer picture of potential direct and indirect impacts on transportation.

Fresno COG received grant funding from the California Department of Transportation (Caltrans) under the Senate Bill (SB) 1 Adaptation Planning Grants Program to conduct a Transportation Network Vulnerability Assessment (TNVA) for Fresno County. The TNVA assisted Fresno COG and their member agencies in understanding climate change's potential impacts on the region's transportation infrastructure. Fresno COG wants to ensure that the region's multimodal transportation network continues to support the county's travelers and promote positive economic development. Local agencies that understand their climate-related risks and seek to make their systems more resilient will be better positioned to obtain state and federal funding for these projects and activities.



As a follow-up to TNVA, Fresno COG received grant funding from Caltrans to conduct the Fresno County Climate Resiliency Plan. The plan analyzed climate models and potential future climate hazards to Fresno County's transportation network. The plan identified several transportation projects and programs to help mitigate and adapt to future climate conditions, including more frequent drought conditions, increased rate and severity of wildfires, and the potential for larger rainfall events and associated landslides.

Equity

Fresno COG has worked to incorporate equity principles into transportation planning by developing methods to assess impacts from its planning processes on low-income residents and communities of color. Under Title VI and related statutes, Fresno COG assures that no person shall be excluded from participation in, be denied the benefits of, or otherwise subjected to discrimination under any agency-sponsored program or activity on the grounds of race, color, or national origin, as provided by Title VI of the Civil Rights Act of 1964 and the Civil Rights Restoration Act of 1987 (P.L. 100.259). Neither shall sex, age or disability stand in the way of fair treatment of all individuals. Fresno COG commits to practicing nondiscrimination in all its programs and activities, regardless of whether they are federally funded.

Please refer to RTP Chapter 7 on the equity analysis report for additional details.

Public Health

In much of Fresno County, housing, schools, shopping, employment, and parks are separated from each other by distances that discourage walking and biking and encourage vehicle dependence. To improve residents' health, cities are promoting physical activity— particularly walking and biking—through their general plans, zoning codes, and transportation planning. These strategies address health conditions linked to sedentary lifestyles— obesity, cardiovascular disease, diabetes, and dementia—as well as State mandates to reduce GHG. A healthy population and environment are among the co-benefits of using the general plan, zoning code and infrastructure investments to promote safe, active transportation, increased open space and nutritious food.

Cities throughout the region are using their planning processes to address the obesity epidemic (i.e., rates of obesity increase in proportion to vehicle miles traveled). Many are including a focus on Smart Growth planning principles – developing healthy, vibrant communities where homes, jobs, schools, and recreational spaces are nearby each other and linked by walking, biking and transit routes. The Smart Growth approach is gaining ground as GHG emission reduction mandates shape transportation and housing planning. Examples of Smart Growth incorporated into the 2026 RTP/SCS include:

- Promoting compact, mixed-use, and transit-oriented development
- Increased walking and biking through street design
- Targeting infrastructure investments in walking, biking, and transit
- The selected SCS land-use scenario moves the region toward a healthier future by improving land-use and transportation connections, resulting in more walkable communities, increased bicycling, more people using transit, and better access to healthy food.

The 2026 RTP/SCS employs the two following main strategies to measure and quantify health concerns in the Fresno County region:

The ITHIM Modeling Tool

The 2026 SCS incorporates the Integrated Transport and Health Impact Modeling Tool (ITHIM) to quantify the positive impact of these strategies and policies on public health. This tool uses regional health data to look specifically at conditions that are linked with sedentary lifestyles and calculates the various improvements to public health that would result from better engaging active travel modes such as walking and biking.

With the ITHIM tool, it became possible to incorporate a health-related performance indicator to the SCS analysis process: the net annual prevention of premature deaths due to active travel increases. According to this tool, the improvements in active travel in the preferred scenario (after adjusting for roadway safety conditions) project a net annual prevention of 1,608 disability-adjusted life years (DALYs) due to health conditions brought about by sedentary lifestyles, compared to the 2022 SCS.

Smart Growth within the 2026 RTP/SCS

Promoting compact, mixed-use, and transit-oriented

Increased walking and biking through street

Targeting infrastructure investments in walking, biking, and transit

Healthier future by improving land-use and transportation connections

Table 5-5: SCS Strategies Integration with the RTP/SCS Policies and Actions

The Fresno County Health Priority Index

The Fresno County Department of Public Health, in collaboration with the Fresno Community Health Improvement Partnership (FCHIP) Land-Use and Planning Workgroup, updated the health priority index (HPI) for Fresno County in 2022. The HPI compiles data from national, state, and local sources to visualize levels of health burden within each census tract in Fresno County.

The RTP project scoring criteria included the HPI to prioritize transit and active transportation projects in health-burdened areas. More information about the HPI's consideration in the scoring process can be found in RTP Appendices B-3 Project Evaluation Criteria.

Integration with RTP Goals, Policies, and Action

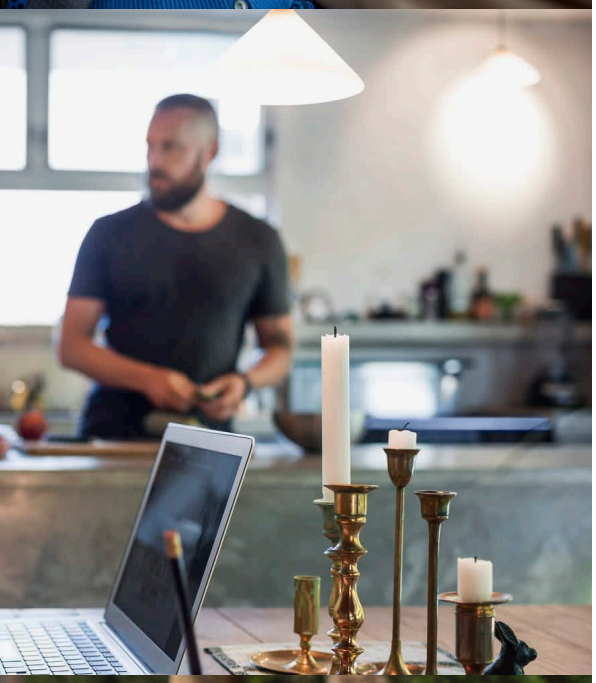
Developing the 2026 RTP/SCS was a collaborative effort with participation from a diverse network of stakeholders, the public and government agencies spanning over two years. Beginning with potential SCS futures, a public survey on values and a collaborative effort to update the vision, overarching goals, supporting policies, and implementing actions are all in alignment with the SCS strategies. Table 5-5 below shows the relationship among the SCS strategies and RTP/SCS policies and actions.

SCS Strategy	RTP/SCS Policies	RTP/SCS Actions
Land Use		
Limit Growth Footprint	Policy #6: Encourage sustainable development that focuses growth near activity centers and mobility options that achieve greater location efficiency.	• Action #7 • Action #9 • Action #10 • Action #12 • Action #29 • Action #30
Support Efficient Land Uses and Livable Communities		
Encourage Equitable Redevelopment	Policy #2: Actively work to ensure equitable distribution of the benefits and burdens of transportation projects.	• Action #1 • Action #2 • Action #3 • Action #4 • Action #5 • Action #6 • Action #7 • Action #15 • Action #16 • Action #27 • Action #32
Provide a Range of Housing Options	Policy #8: Support local jurisdictions' efforts to develop diverse housing choices for all income groups.	• Action #12 • Action #15 • Action #23
Conserve Resource Land	Policy #7: Support local jurisdictions' efforts to minimize the loss of farmland, environmentally sensitive areas, and natural resources.	• Action #7 • Action #10 • Action #12

SCS Strategy	RTP/SCS Policies	RTP/SCS Actions
Transportation		
Maintain Existing Streets and Roads	Policy #16: Preserve and maintain existing multimodal transportation assets in a state of good repair.	• Action #15 • Action #22 • Action #25
Enhance Operational Efficiency and TDM Strategies	Policy #12: Promote enhanced Transportation Systems Management (TSM) and Transportation Demand Management (TDM) strategies to reduce congestion and vehicle miles traveled.	• Action #17 • Action #18 • Action #21 • Action #23 • Action #28
Improve Bike and Pedestrian Infrastructure	Policy #5: Support investment in active transportation and transit to improve public health and mobility, especially in historically underinvested areas.	• Action #1 • Action #2 • Action #7 • Action #8 • Action #9 • Action #12 • Action #14 • Action #16 • Action #17
Provide an efficient, reliable, and safe roadway system for movement of goods.	Policy #18: Facilitate efficient, reliable, resilient, and sustainable goods movement.	• Action #15 • Action #16 • Action #17 • Action #18 • Action #19 • Action #20 • Action #21 • Action #22 • Action #23 • Action #25
Improve transit and shared mobility	Policy #5: Support investment in active transportation and transit to improve public health and mobility, especially in historically underinvested areas.	• Action #1 • Action #2 • Action #3 • Action #4 • Action #5 • Action #6 • Action #7 • Action #8 • Action #9 • Action #12 • Action #17 • Action #26 • Action #30 • Action #34
Innovate and modernize travel and infrastructure	Policy #19: Support innovative mobility solutions that are accessible, affordable, reduce greenhouse gas emissions, and improve air quality.	• Action #28 • Action #29 • Action #30 • Action #31 • Action #32 • Action #33 • Action #34

SCS Strategy	RTP/SCS Policies	RTP/SCS Actions
Transportation (cont.)		
Improve traffic safety	Policy #11: Prioritize investment in multimodal safety measures to reduce traffic fatalities and incidents in the region.	• Action #9 • Action #15 • Action #16 • Action #19
Improve intramodal accessibility and connectivity	Policy #13: Encourage improvements in travel connections across all modes to create an integrated, accessible, and seamless transportation network.	• Action #1 • Action #2 • Action #3 • Action #8 • Action #9 • Action #12
Improve transportation equity	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. Policy #3: Promote improving and expanding accessible transportation options to serve all residents, especially those who have historically faced disproportionate transportation burdens. Policy #19: Support innovative mobility solutions that are accessible, affordable, reduce greenhouse gas emissions, and improve air quality.	• Action #1 • Action #2 • Action #3 • Action #4 • Action #5 • Action #6 • Action #7 • Action #8 • Action #9 • Action #16 • Action #32 • Action #34
Decrease congestion	Policy #12: Promote enhanced Transportation Systems Management (TSM) and Transportation Demand Management (TDM) strategies to reduce congestion and vehicle miles traveled.	• Action #17 • Action #21 • Action #23

SCS Strategy	RTP/SCS Policies	RTP/SCS Actions
Other/Co-Benefit Strategies		
Encourage shifts away from SOV	Policy #4: Encourage alternatives to single occupancy vehicles that reduce vehicle miles traveled (VMT) and greenhouse gas emissions.	• Action #1 • Action #2 • Action #8 • Action #9 • Action #12 • Action #18 • Action #26 • Action #28 • Action #30
Increase climate resiliency	Policy #15: Encourage investments that increase the system's resilience to extreme weather events, natural disasters, and pandemics.	• Action #15
Improve air quality	Policy #10: Incentivize and support efforts to improve air quality and minimize pollutants from transportation.	• Action #1 • Action #7 • Action #8 • Action #9 • Action #12 • Action #14 • Action #15 • Action #17 • Action #18 • Action #21 • Action #25 • Action #26 • Action #28 • Action #29 • Action #30
Support work-from-home	Policy #20: Support efforts to expand broadband access throughout the region.	• Action #28 • Action #32
Improve economic, environmental, and public health outcomes for disadvantaged communities	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.	• Action #1 • Action #2 • Action #3 • Action #4 • Action #5 • Action #6 • Action #7 • Action #10 • Action #14 • Action #15 • Action #16 • Action #27 • Action #30 • Action #32 • Action #34



SCS Strategy	RTP/SCS Policies	RTP/SCS Actions
Other/Co-Benefit Strategies (cont.)		
	Policy #3: Promote accessible transportation options to serve residents, especially those who have historically faced disproportionate transportation burdens. Policy #19: Support innovative mobility solutions that are accessible, affordable, reduce greenhouse gas emissions, and improve air quality.	

What Is Next?

The 2026 RTP/SCS will reduce GHG emissions by: focusing growth in developed areas, moderately increasing residential densities, encouraging infill development, protecting open space and agricultural land, and providing alternatives to single-occupancy vehicle trips. New opportunities to reduce GHG emissions will occur with each four-year update of the RTP/SCS.

Fresno COG will update its RTP/SCS in 2030, according to applicable federal and state laws. In the interim, Fresno COG will review its own progress implementing RTP strategies. In addition, ARB reevaluates GHG emission reduction targets at least every eight years and may revise them every four years. ARB is working on updating the targets in 2026 for next eight years and is also expected to revise the SCS guidelines in 2027. This will enable the State and Fresno COG to consider circumstantial changes, funding availability, technological advances, new legislation, and other considerations that arise over time.

Fresno COG will also track its own progress in implementing its 2026 RTP/SCS strategies while developing its Overall Work Programs (OWP) and annual budgets. The OWP/budget process provides an opportunity for Fresno COG to allocate staff resources and funding to implement RTP/SCS short-term and mid-term strategies. In addition, Fresno COG will periodically monitor progress from the State, CTC, local jurisdictions, and other agencies and entities in implementing the strategies this plan identifies.