



CHAPTER 7 *Equity Analysis*

This chapter summarizes key findings from the Equity Analysis for Fresno Council of Governments' 2026 Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS) for the Fresno County region

Introduction

The Equity analysis demonstrates Fresno Council of Governments' compliance as a metropolitan planning organization (MPO) with Federal and State requirements related to Title VI and environmental justice (EJ) in the RTP development process. At the Federal level, requirements include: civil rights protections against discrimination in Federally funded programs and Federal-aid recipients on the basis of a person's race, color, or national origin; and Federal transportation equity and nondiscrimination objectives aimed at avoiding disproportionately high and adverse effects on minority and low-income populations. At the state level, requirements include: civil rights protections against discrimination on the basis of sex, race, color, religion, ancestry, national origin, ethnic group identification, age, mental disability, physical disability, medical condition, genetic information, marital status, or sexual orientation. At the regional level, Fresno COG has adopted environmental justice principles and objectives that promote equity throughout the agency's regional planning efforts. *(See the detailed 2026 RTP/SCS goals and strategies in Chapter 4: Policy-Action Element).*

This Equity Analysis evaluates whether the programs, policies, and projects included in the RTP/SCS may result in disproportionately high and adverse effects on minority and low-income populations and whether transportation benefits and investments are distributed equitably throughout Fresno County. The analysis also supports inclusive public participation by encouraging involvement from communities that may be affected by transportation decisions. The results help policymakers, local jurisdictions, and the public better understand the equity-related implications of

implementing the RTP/SCS, particularly within Equity Priority Communities (EPCs) and Disadvantaged Communities (DACs).

Title VI Review

Title VI of the Civil Rights Act of 1964 (Title VI) states that “No person...shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.” Title VI establishes the basis for transportation agencies to disclose to the public the benefits and burdens of proposed projects on minority populations. Civil rights have expanded to include sex, age, and disability through the Federal-Aid Highway Act of 1973, Age Discrimination Act of 1975, the Rehabilitation Act of 1973, and Americans with Disability Act of 1990. Title VI was further amended in 1987 to extend non-discrimination requirements for federal aid recipients to all of their programs and activities, not just those funded with federal funds. At the State level, California Government Code Section 11135 prohibits discrimination on the basis of: sex, race, color, religion, ancestry, national origin, ethnic group identification, age, mental disability, physical disability, medical condition, genetic information, marital status, or sexual orientation by any agency receiving State funding.

Additionally, Title VI not only bars intentional discrimination, but also unjustified disparate impact discrimination. Disparate impacts result from policies and practices that are neutral on their face (i.e., there is no evidence of intentional discrimination) but have the effect of discrimination on protected groups. Title VI prohibits discrimination by recipients of Federal financial assistance on the basis of race, color, and national origin, including denying meaningful access for limited English-proficiency (LEP) people.

In addition to Federal requirements, Fresno COG must comply with **California Government Code Section 11135**, which states that, “no person in the State of California shall, on the basis of race, national origin, ethnic group identification, religion, age, sex, sexual orientation, color, or disability, be unlawfully denied full and equal access to the benefits of, or be unlawfully subjected to discrimination under, any program or activity that is conducted, operated, or administered by the state or by any state agency that is funded directly by the state, or receives any financial assistance from the state.” California Senate Bill 115, passed in 1999, also established the definition of “EJ” in the California Government Code as “the fair treatment of people of all races, cultures and income with respect to development, adoption and implementation of environmental laws, regulations and policies.”

The State of California also provides guidance for those involved in transportation decision-making to address environmental justice. In 2003, the California Department of Transportation (Caltrans) published the **Desk Guide on Environmental Justice in Transportation Planning and Investments** to provide information and examples of ways to promote environmental justice. The Desk Guide identified requirements for public agencies, guidance on impact analysis, and recommendations for public involvement and mitigation.

Under **Senate Bill 375 (SB 375)**, Fresno COG is required to include a Sustainable Communities Strategy (SCS) within the Regional Transportation Plan. Fresno COG’s 2026 RTP/SCS provides a future framework for Fresno County’s

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transportation system. Through SB 375, the California Air Resources Board (ARB) established per-capita targets for greenhouse gas (GHG) emissions' reduction for cars and light trucks for the SCS. The 2035 target for the Fresno County is 13% reduction from 2005 levels.

Other legislation relevant to environmental justice passed in recent years include: **Senate Bill 1000 (SB 1000)**, the **Planning for Healthy Communities Act**, which requires all local jurisdictions in California with disadvantaged communities, as defined by SB 535, to develop an environmental justice element as part of their General Plan Update or consider environmental justice goals, policies, and objectives throughout their General Plan, and; **Assembly Bill 617 (AB 617)**, which brings air quality monitoring to a more localized level. While Fresno COG does not have statutory requirements from this legislation, it is evident that environmental justice is becoming an increasingly significant topic in all sectors of planning. As a result, Fresno COG aims to provide support as needed to its member agencies.

Plan Development Process

The 2026 RTP was developed with meaningful and extensive participation from key stakeholders, including community-based advocates, labor organizations, public agencies, business groups, and individual residents. This section describes the public outreach efforts focused on specifically reaching and engaging EJ communities and EJ population groups.

Consistent with Fresno COG's 2026 Public Participation Plan and Title VI Program: Plan or Engaging Individuals with Limited English Proficiency (LEP), outreach for the RTP incorporated strategies to engage LEP community members by providing interpretation, translated flyers, television and social media campaigns in Spanish and other languages as requested. See the public engagement section for additional details.

Fresno COG's Role

As a federally designated MPO, Fresno COG conducts an Environmental Justice & Equity Analysis that assures it conforms to environmental justice principles, policies and regulations, including Title VI. Fresno COG is required by law to determine whether the RTP/SCS benefits low-income and minority communities equitably and whether the Plan's transportation investments have any disproportionate negative effects on minority and/or low-income populations in the Fresno COG region, and to minimize negative impacts where they exist. To certify compliance with Title VI and address environmental justice, Fresno COG's three main principles underlying environmental justice are:

- To avoid, minimize, or mitigate disproportionately high and adverse human health or environmental effects, including social and economic effects, on minority and low-income populations.
- To provide opportunities for full and fair participation by all potentially affected communities in the transportation decision making process.
- Prevent denial, reduction, or significant delay in benefits by minority and low-income populations

Environmental justice is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to developing, implementing and enforcing environmental laws, regulations, and policies.

Fair treatment means that no group of people should bear a disproportionate share of the negative environmental consequences resulting from industrial, governmental and commercial operations or policies.

Meaningful involvement means that:

- People have an opportunity to participate in decisions about activities that may affect their environment and/or health
- The public’s contribution can influence the regulatory agency’s decision
- Community concerns will be considered in the decision-making process
- Decision makers seek out and encourage involvement of those potentially affected



Community Outreach and Public Engagement Efforts

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.

Complete survey results are included in Appendix D.

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 5: Sustainable Communities Strategy, 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

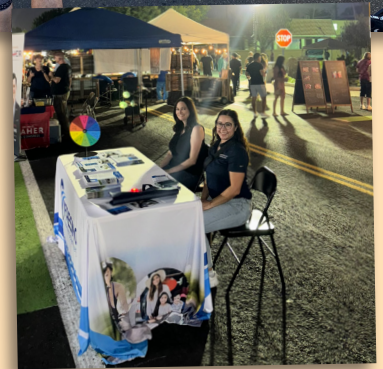
RTP Transportation Needs Community Engagement!

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 E](#)).

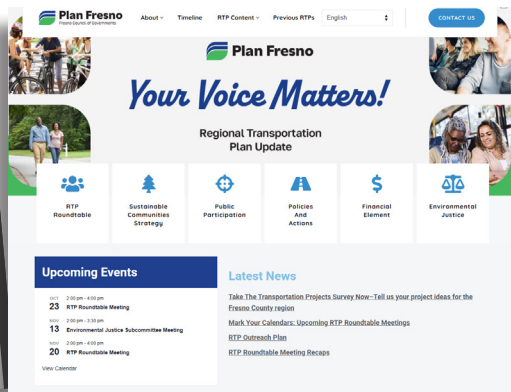
- Online community survey available in English, Spanish and Punjabi
- Three e-newsletters sent to our database of almost 4,980 email addresses in English and Spanish
- Ten social media posts in English and Spanish repeatedly posted on Facebook, Instagram, and LinkedIn
- Four website postings on PlanFresno.com, 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:
 - o Biola Chamber of Commerce
 - o Central Valley Roundtable
 - o Latino Community Taskforce
 - o Catholic Charities Senior Group
 - o San Joaquin Valley Democrats
 - o Fresno Cycling Club
 - o Fresno Active Transportation Plan Update Workshop
 - o Del Rey Citizens Group with CRLA
 - o Honor Our Vets Breakfast & Awards
- Paid media purchases:
 - o The Fresno Bee - five homepage and edition takeovers
 - o Vida En El Valle – Five takeovers of e-edition
 - o Kerwest Newspapers – Four placements each: The Kerman News, Firebaugh-Mendota Journal & San Joaquin-Tranquility West Side Advance
 - o 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.



Del Rey Chitchats

- COME JOIN US WHILE WE TALK ABOUT DIFFERENT ISSUES THAT AFFECT YOU, YOUR CHILDREN, AND YOUR COMMUNITY.
- THE FRESNO COUNCIL OF GOVERNMENTS IS LOOKING FOR TRANSPORTATION PROJECT SUGGESTIONS.
- DO YOU HAVE SUGGESTIONS FOR ROAD, BUS, BIKEWAY, SIDEWALK, TRAIL, OR OTHER TYPES OF TRANSPORTATION IMPROVEMENTS?

INTRODUCTION TO AN ONLINE SURVEY FOR THE REGIONAL TRANSPORTATION PLAN BY COMPLETING THIS INTERACTIVE ONLINE SURVEY, YOU WILL HELP TO IDENTIFY NEEDS IN YOUR COMMUNITY

- **DATE: OCTOBER 8, 2024**
- **TIME: 6:00 PM**
- **LOCATION: 5375 CARMEL DEL REY, CA 93616**

For more information or question, please contact:

Victoria Santillan at (559) 908-3003
Analleli Santos at (559) 441-8721 ext. # 2428

RTP Project Suggestions Interactive Mapping Tool

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.

Jurisdiction/Agency	Comment	Source	Project Type
Caltrans	Please consider removing the traffic stop lights leading on to...	Online Survey	Street or Road Project
Caltrans	They are going through downtown needs to be opened. It's...	Online Survey	Street or Road Project
Caltrans	Finish widening CA 41 from Elkton Ave to the Kings County...	Online Survey	Street or Road Project
Caltrans	Extend CA 190 from Mendota to S...	Online Survey	Street or Road Project
Caltrans	Complete CA 190 from Grayley Ave all the way to S. The...	Online Survey	Street or Road Project
Caltrans	Traffic backs up on State Route 99 in the afternoons creating...	Online Survey	Safety Project
Caltrans	Traffic backs up on State Route 99 in the afternoons. Traffic...	Online Survey	Safety Project
Caltrans	The interchange at State Route 99 and Mountain View is very...	Online Survey	Street or Road Project

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.

Escenarios de Difusión de Escenarios

[En switch to English, see the language selector at the top left of the page.](#)

¿Dó forma al futuro del condado de Fresno con los valores y prioridades que más le importan!

El Consejo de Gobiernos de Fresno (Fresno COG, por sus siglas en inglés) ha creado cinco visiones posibles de cómo podría ser los viajes de nuestro condado en 23 años. Queremos saber de usted sobre lo que es importante y cómo le gustaría que el condado de Fresno crezca y prospere.

Esta encuesta es su oportunidad de compartir sus pensamientos. Es rápido, fácil y nos muestra qué es lo que más le importa. Una vez que la haya terminado, verá cómo sus valores y prioridades coinciden con los cinco escenarios futuros que hemos desarrollado. Dentro de unos meses, daremos seguimiento con otra encuesta para compartir los resultados de nuestro análisis, mostrándole cómo es que estos escenarios afectan el futuro de nuestro transporte, vivienda, salud pública, calidad del aire y más.

Plan Fresno
Your Voice Matters!
Regional Transportation Plan Update

Sign up now Página 1 de 4

Thank you for your input.

Here are how your choices match with scenarios:

Scenario A: 50%
Scenario B: 33%
Scenario C: 16%
Scenario D: 33%
Scenario E: 16%

To learn more about the scenarios, [Click Here.](#)



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.

SUSTAINABLE COMMUNITY STRATEGIES

Five New Plans For Growth
Fresno Council of Governments has developed five region wide visions for growth within Fresno County from now through 2035. Each vision (called a Sustainable Community Scenario or SCS) has a different land use and transportation focus. The goal of the scenarios is to reduce greenhouse gas emissions, but the scenarios were measured and compared using 12 different measures. This effort is required by the State of California, and is updated every four years.

Get Involved

- Community Meetings**
Attend one of three community meetings to view the scenarios, ask questions and weigh in what is important to you.
- Take the Survey**
In just a few minutes you can share your input to help guide our region's transportation and land-use investments through the year 2035 and beyond.
- View The Scenarios**
each one focuses on a slightly different set of priorities. Each one performs differently in areas such as cleaner air, better access to jobs, or protecting farmland and more.

About The Scenarios (SCS)
The SCS is a long-range plan that connects land use, transportation, housing, and environmental goals to support economic opportunities, reduce greenhouse gas emissions, and create healthier, more connected communities.

Contact Us

- Link to the Survey: www.planfresno.com
- 559-233-4148
- Comment@fresnocog.org

Take me to the scenarios: <https://www.planfresno.com/sustainable-communities-strategy-scs/>



Plan Fresno Fresno Council of Governments

Sustainable Community Strategies - Review The Options

Sustainable Community Strategies Survey And Scenarios

Fresno Council of Governments has developed five region wide visions for growth within Fresno County from now through 2035. Each vision (called a Sustainable Community Scenario or SCS) has a different land use and transportation focus. The goal of the scenarios is to reduce greenhouse gas emissions, but we measured the scenarios using 12 different measurements called "indicators".

This effort is required by the State of California, and is updated every four years. We want to hear which of them you support, as a way for Fresno County's transportation and land use to grow and thrive.

[Click Here To Take The Survey!](#)

[View the Indicator Results](#) to see how they measure up to one another.

[View the 2026 RTP Projects Dashboard](#)

Scenario A	Fix First, Grow Smart This scenario focuses on keeping Fresno County's roads in good shape, making driving safer and easier. It emphasizes fixing and improving existing streets so people can easily get to nearby places like shops, schools, and parks. Unlike Scenario A, which builds new roads, or Scenarios C, D, and E, which focus on public transit, this scenario prioritizes road maintenance and operation, and smart use of space. It reduces building in far-out areas compared to Scenario A and supports keeping neighborhoods compact, encouraging some redevelopment to existing areas to create a strong sense of community.
Scenario B	Crecimiento Equilibrado, Mejor Transporte Este escenario equilibra la reparación de carreteras y la mejora del transporte público para facilitar la movilidad en el condado de Fresno. Mantiene las calles excelentes, construye algunas nuevas y mejora la fiabilidad del servicio de autobuses, a diferencia del escenario A, que prioriza la expansión vial, o del escenario B, que prioriza el mantenimiento y la operación. Se construyen nuevas viviendas, tiendas y oficinas en zonas ya consolidadas, integrándolas para crear comunidades dinámicas y transitables donde todo está cerca. Ofrece un equilibrio entre el mantenimiento de carreteras y el transporte público, en comparación con los planes de transporte intensivo de los escenarios D y E.
Scenario C	
Scenario D	
Scenario E	

Revise Las

ostenibles

de ahora hasta 2035. Cada visión de los escenarios es reducir las

post, como una forma de impulsar el

Fresno County Demographic Profile

Fresno County is the second largest county in the San Joaquin Valley by land area, encompassing 5,958.6 square miles, but the largest by population. Its estimated population in 2025 was 1,037,053, making it the 10th most populous county in California. The county includes 15 incorporated cities and three Federally recognized Native American tribes. It also contains the Fresno, CA Urban Area—a Census-designated urban area with a 2024 population of 732,197. Within this region, the City of Fresno is the largest city and ranks as the fifth largest in the state, with a population of 557,032. The population growth rate of Fresno County has outpaced that of California and the United States. During the 50-year period from 1970-2020, Fresno County’s population increased by 144% compared to 98% and 63% for the state and nation respectively.

Fresno County has a younger population than California as a whole and the United States. According to the 2020-2024 American Community Survey, 37.4% of County residents are under the age of 25, compared to 31.1% for both California and the nation. Fresno County residents are also more ethnically diverse than those of California and the United States. During 2020- 2024, 73.8% of the County’s population identified as a race or ethnicity other than non-Hispanic White, compared with 66.2% statewide and 42.6% nationally.



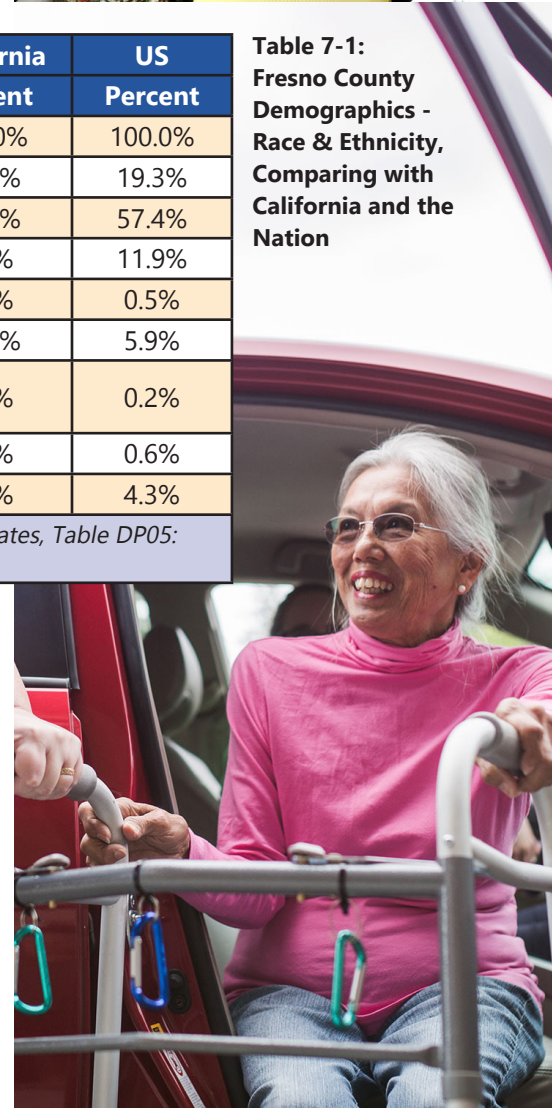
Race/Ethnicity	Fresno County		California	US
	Estimate	Percent	Percent	Percent
Total Population	1,016,725	100.0%	100.0%	100.0%
Hispanic or Latino	554,390	54.5%	40.2%	19.3%
White Alone	266,873	26.2%	33.8%	57.4%
Black or African American Alone	42,390	4.2%	5.2%	11.9%
American Indian and Alaska Native Alone	3,786	0.4%	0.3%	0.5%
Asian Alone	111,287	10.9%	15.3%	5.9%
Native Hawaiian and Other Pacific Islander Alone	1,454	0.1%	0.3%	0.2%
Some Other Race Alone	4,309	0.4%	0.6%	0.6%
Two or More Races	32,236	3.2%	4.4%	4.3%

**Table 7-1:
Fresno County
Demographics -
Race & Ethnicity,
Comparing with
California and the
Nation**

Source: United States Census Bureau, American Community Survey, 2020-2024 5-year estimates, Table DP05: ACS Demographic and Housing Estimates;

Fresno County’s population is also projected to become increasingly diverse over time. The Hispanic or Latino population, already the majority, is expected to grow from 53.6% in 2020 to 61.1% by 2050. In contrast, the share of the White population is projected to decline substantially, from 27.0% to 19.5%. Other racial and ethnic groups, including Asian and multiracial populations, are expected to see modest increases or remain relatively stable. Overall, these trends indicate a continued shift toward a more diverse and predominantly Hispanic population in Fresno County.

Fresno County has historically experienced higher unemployment rates than both the state and the nation. The county’s average unemployment rate for 2020–2024 was 8.7%, in contrast to 6.6% statewide and 5.2% nationally. Educational attainment among Fresno County residents lags behind that of California and the United States (See Figure 3-5). Only 24.7% of residents aged 25 and



Race/Ethnicity	2010	2020	2050
Hispanic or Latino	50.3%	53.6%	61.1%
White Alone	32.7%	27.0%	19.5%
Black or African American alone	4.8%	4.4%	4.2%
American Indian and Alaska Native Alone	0.6%	0.6%	0.5%
Asian alone	9.3%	10.9%	11.2%
Native Hawaiian and Other Pacific Islander Alone	0.1%	0.1%	0.1%
Some Other Race Alone	0.2%	0.5%	0.5%
Two or more races	1.8%	2.9%	2.8%

Table 7-2: Fresno County Demographics versus California and the Nation

Source: United States Census Bureau, 2010, 2020 Decennial Census Redistricting Data, Table P2, HISPANIC OR LATINO, AND NOT HISPANIC OR LATINO BY RACE, Fresno Council of Governments, Fresno County 2023-2060 Growth Projections

older have a bachelor’s degree or higher, compared with 38.1% statewide and 36.8% nationally. Additionally, 21.3% of residents have less than a high school education, significantly higher than the state and national rates of 15.1% and 10.1%, respectively. Consistent with higher unemployment rates and lower educational attainment, Fresno County has a relatively low median household income. Fresno County’s median household income is \$74,201, compared with \$ 99,122 for California and \$80,734 for the United States.

Table 7-3 compares the distribution of population by income relative to the federal poverty level in Fresno County and the United States. It shows the proportion of individuals living below and above 200% of the poverty threshold. Fresno County has a substantially higher share of residents below 200% of the poverty level (39.2%) compared to California (26.8%) and the United States overall (27.4%), indicating relatively greater economic vulnerability in the county.

Poverty Status	Fresno County		California	US
	Estimate	Percent	Percent	Percent
Populations for whom poverty status is determined	999,115	100%	100%	100%
Income below 200% poverty level	391,710	39.2%	26.8%	27.4%
Income above 200% poverty level	607,405	60.8%	73.2%	72.6%

Source: United States Census Bureau, American Community Survey, 2020-2024 5-year Estimates, Table C17002: RATIO OF INCOME TO POVERTY LEVEL IN THE PAST 12 MONTHS

Table 7-3: Fresno County Demographics – Poverty status, Comparing with California and the Nation

Table 7-4 presents the share of households with limited English proficiency in Fresno County compared to California and the United States. A higher proportion of households in Fresno County (9.0%) are classified as limited English-speaking compared to California (8.4%) and the nation (4.3%). This indicates a relatively

Limited English proficiency	Fresno County		California	US
	Estimate	Percent	Percent	Percent
Total Household	324,702	100%	100%	100%
Limited English speaking household	29,428	9.0%	8.4%	4.3%
Not a limited English speaking household	295,454	91.0%	91.6%	97.5%

Source: United States Census Bureau, American Community Survey, 2020-2024 5-year Estimates, Table C16002: Household Language by Household Limited English Speaking Status

Table 7-4: Fresno County Demographics – Limited English Proficiency, Comparing with California and the Nation

Percentage of Household Income Spent on Housing Costs	Fresno County		California	US
	Estimate	Percent	Percent	Percent
Total Household	324,702	100.0%	100.0%	100.0%
Less than 10%	43,713	13.5%	11.7%	16.3%
10 to 30%	145,692	44.9%	44.9%	49.4%
30 to 50%	61,381	18.9%	20.6%	16.6%
More than 50%	62,576	19.3%	20.0%	14.7%

Source: United States Census Bureau, American Community Survey, 2020-2024 five-year Estimates, B25070: Gross Rent as a Percentage of Household Income in the Past 12 Months, B25091: Mortgage Status by Selected Monthly Owner Costs as a Percentage of Household Income in the Past 12 Months

Table 7-5: Fresno County Demographics – Housing Cost Burdened, Comparing with California and the Nation

greater prevalence of linguistic isolation in Fresno County, which has implications for access to services, transportation planning, and community outreach.

Households in Fresno County face a relatively high housing cost burden, with about 38% spending more than 30% of their income on housing. This is comparable to California (~40%) but notably higher than the United States (~31%), indicating greater affordability challenges than the national average.

Definitions of Equity Priority Communities and Disadvantaged Communities

The Equity Analysis is intended to measure both the benefits and burdens associated with the transportation investments included in the 2026 RTP/SCS, and to ensure that the environmental justice communities – which encompass both Equity Priority Communities and Disadvantaged Communities – living within Fresno County share equitably in the benefits of the Plan’s investments without bearing a disproportionate share of the burdens.

Defining Equity Priority Communities and Disadvantaged Communities in Fresno County

To evaluate whether the benefits and burdens associated with the 2026 Regional Transportation Plan (RTP) are distributed equitably across Fresno County, two set of Environmental Justice Communities criteria were developed for the Equity Analysis: Equity Priority Communities (EPC) were developed for critical environmental justice areas in Fresno County based on the vulnerable population’s distribution in Fresno area, whereas Disadvantaged Communities (DAC) were developed based on State and Federal tools, which represent vulnerable populations comparing to the state and the nation.

Equity Priority Communities (EPC) & Disadvantaged Communities (DAC) definitions were updated in September 2024 and approved by Fresno COG’s Environmental Justice Subcommittee and Regional Transportation Plan Roundtable.

Equity Priority Communities are areas identified based on four demographic indicators that reflect concentrations of historically underserved populations. Two indicators – people-of-color and low-income households – are Federally required EJ factors. Two additional indicators – linguistic isolation and housing cost burden– serve as supplemental measures that help capture broader socioeconomic vulnerability.

Data for all four indicators come from the 2018-2022 American Community Survey (ACS) at the Census block group level. Each indicator is standardized



using standard deviations relative to the regional mean and classified into five categories (from well-below to well-above average), which are then converted into an index (0–4). Higher values represent higher concentrations of vulnerable populations.

A composite equity index is created by weighting the four indicators, giving greater weight to Federally required components (people-of-color and low-income) and slightly lower weight to the supplemental indicators. Areas with composite scores above the regional average are identified as Equity Priority Communities. In addition, because Fresno County has widespread concentrations of minority residents, areas with a low-income index above average and people-of-color index at or above average are also included to avoid excluding low-income communities with average minority concentrations.

The resulting Equity Priority Communities include South Fresno neighborhoods, smaller incorporated cities, and numerous rural unincorporated communities such as Biola, Raisin City, Riverdale, and Caruthers. These areas collectively represent approximately 33% of Fresno County's population.

Disadvantaged Communities (DAC) are identified using the State of California's definition, established under Senate Bill 535 (SB 535) and implemented through CalEPA's CalEnviroScreen 4.0 tool, which designates Census tracts with the highest cumulative environmental burdens and socioeconomic vulnerabilities. Approximately 60 percent of Fresno County's population resides within DAC-designated areas. All identified EPCs are located within or overlap DAC-designated areas. Staff used demographic data from U.S. Census American Community Survey 2018-2022 summary tables to develop a database with estimated socioeconomic and travel characteristics. This database was used to map the EPCs and DACs within traffic analysis zones (TAZ). A TAZ is an area similar in size to a neighborhood or census block group. TAZs can range from approximately one-half miles square within a metropolitan area to much larger areas in low-density outlying areas. There are 1,963 TAZs within Fresno County. To evaluate travel-related equity measures, staff used Fresno COG's travel forecasting model to produce travel characteristic estimates of EJ communities compared to Non-EJ communities across the county.

Minority

"Minority population" means "any readily identifiable groups of minority persons who live in geographic proximity, and if circumstances warrant, geographically dispersed/transient persons (such as migrant workers or Native Americans) who will be similarly affected by a proposed DOT program, policy or activity." Minority populations include persons who identify as any of the following groups as defined by the Census Bureau.

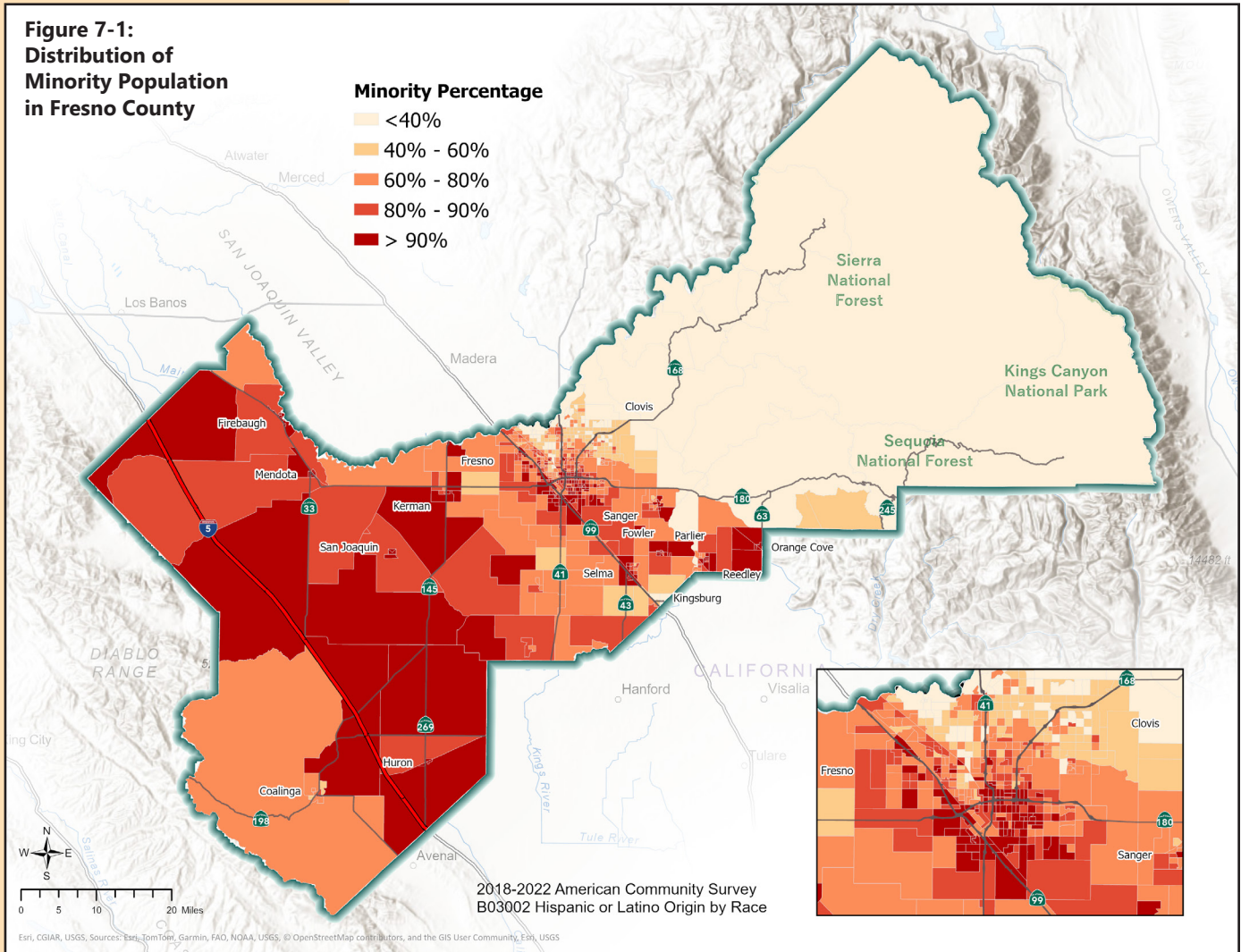
Minority Persons include the following:

- Black or African-American – A person having origins in any of the Black racial groups of Africa.
- Hispanic or Latino – A person of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race.
- American Indian or Alaska Native – A person having origins in any of the original peoples of North and South America (including Central America) and who maintains tribal affiliation or community attachment.



- Asian – A person having origins in any of the original peoples of the Far East, Southeast Asia, or the Indian subcontinent including, for example, Cambodia, China, India, Japan, Korea, Malaysia, Pakistan, the Philippine Islands, Thailand, and Vietnam.
- Native Hawaiian or Other Pacific Islander – A person having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific Islands.

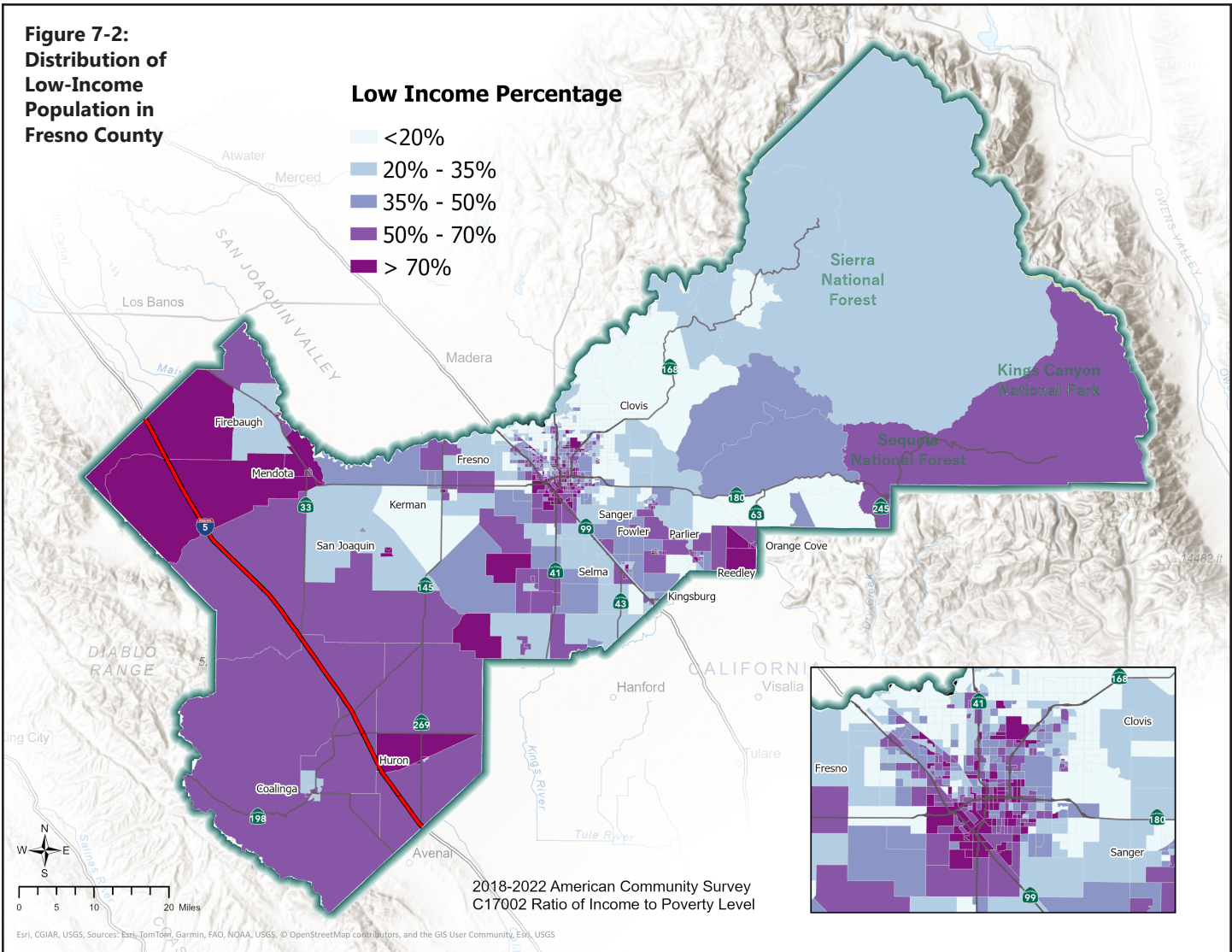
As of the 2018-2022 American Community Survey (ACS), about 72.6 % of the Fresno County’s population are minority population.



Low-Income

Low-income population means any readily identifiable group of low-income persons who live in geographic proximity, and, if circumstances warrant, geographically dispersed/transient persons (such as migrant workers or Native Americans) similarly affected by a proposed DOT program, policy or activity.

The EJ Subcommittee defined people as low-income if their household total income is less than 200% of the federal poverty level. As of the 2018-2022 American Community Survey (ACS), about 19.5% of the Fresno County’s population was living below the federal poverty line, and 41.3% of the 200% of federal poverty line.



Housing-Cost Burden

Housing affordability is a significant issue in California and has important implications for transportation equity. Housing-cost burden is commonly defined using the U.S. Department of Housing and Urban Development (HUD) standard, which considers households spending more than 30 percent of their income on housing costs, including both renters and homeowners, to be cost burdened. In Fresno County, approximately 37.2 percent of households are cost burdened, which is slightly lower than the California average (39.9 percent) but higher than the national average (30.5 percent). High housing costs can limit a household’s ability to afford transportation and may contribute to longer commutes, housing–transportation tradeoffs, and displacement to areas with fewer transportation options. For the analysis, the percent of cost-burdened households is used as one of the indicators to identify Equity Priority Communities.

Limited English proficiency

The U.S. Census Bureau defines “limited English-speaking” household as one in which no member 14 years old and over (1) speaks only English or (2) speaks a non-English language and speaks English “very well.” In Fresno County, approximately 9.7% of households are limited English speaking, slightly higher than California average (8.4%), and more than double the national average (4.2%).

Limited English proficiency is an important indicator of transportation disadvantage, as it may create barriers to understanding transportation services, accessing transit information, and participating in planning processes. Consistent with Title VI requirements, LEP populations are considered in outreach and planning to ensure meaningful access to information and decision-making processes. For this analysis, LEP is included as one of the factors used to identify Equity Priority Communities.

Figure 7-3:
Distribution of
Housing Cost
Burdened
Households in
Fresno County

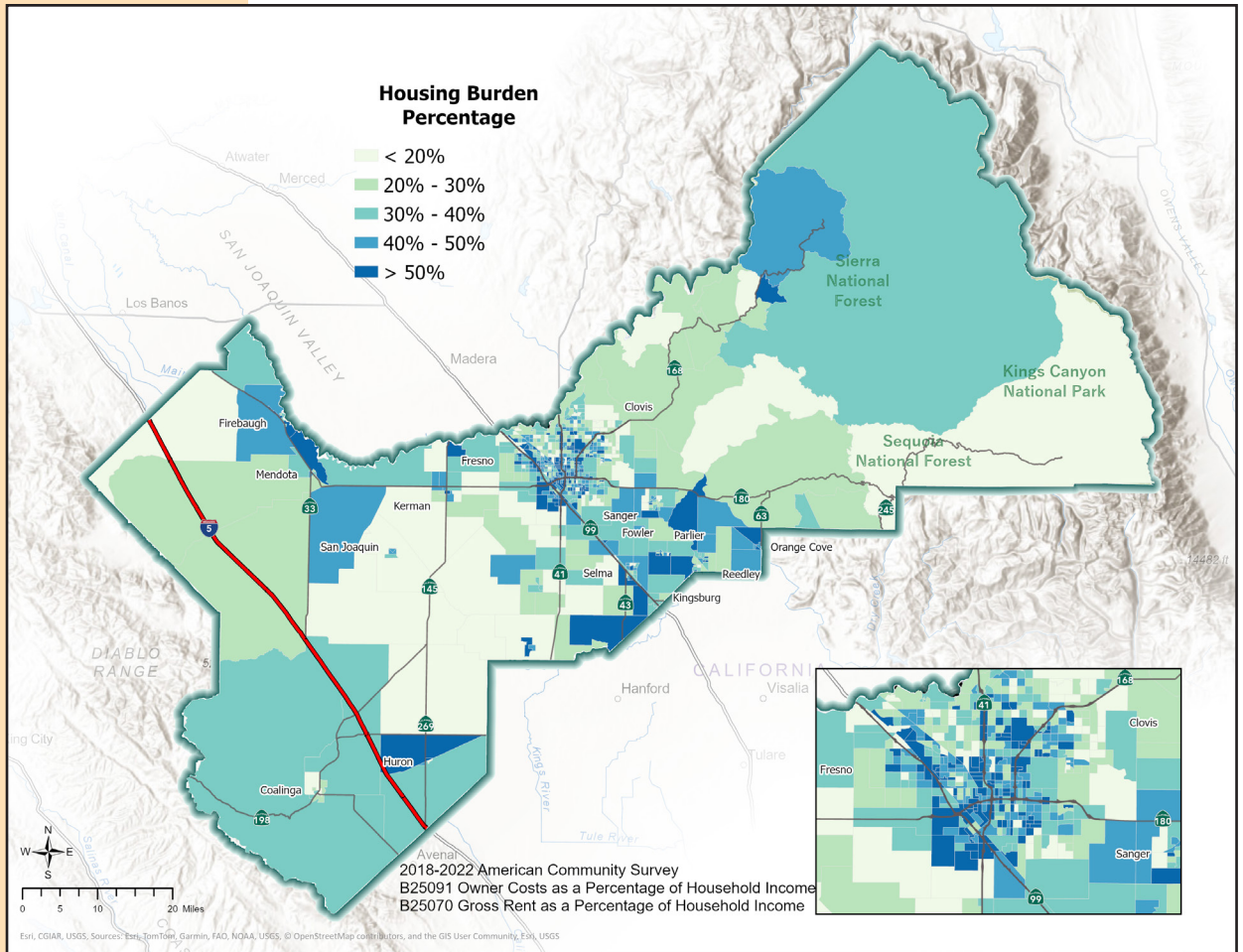
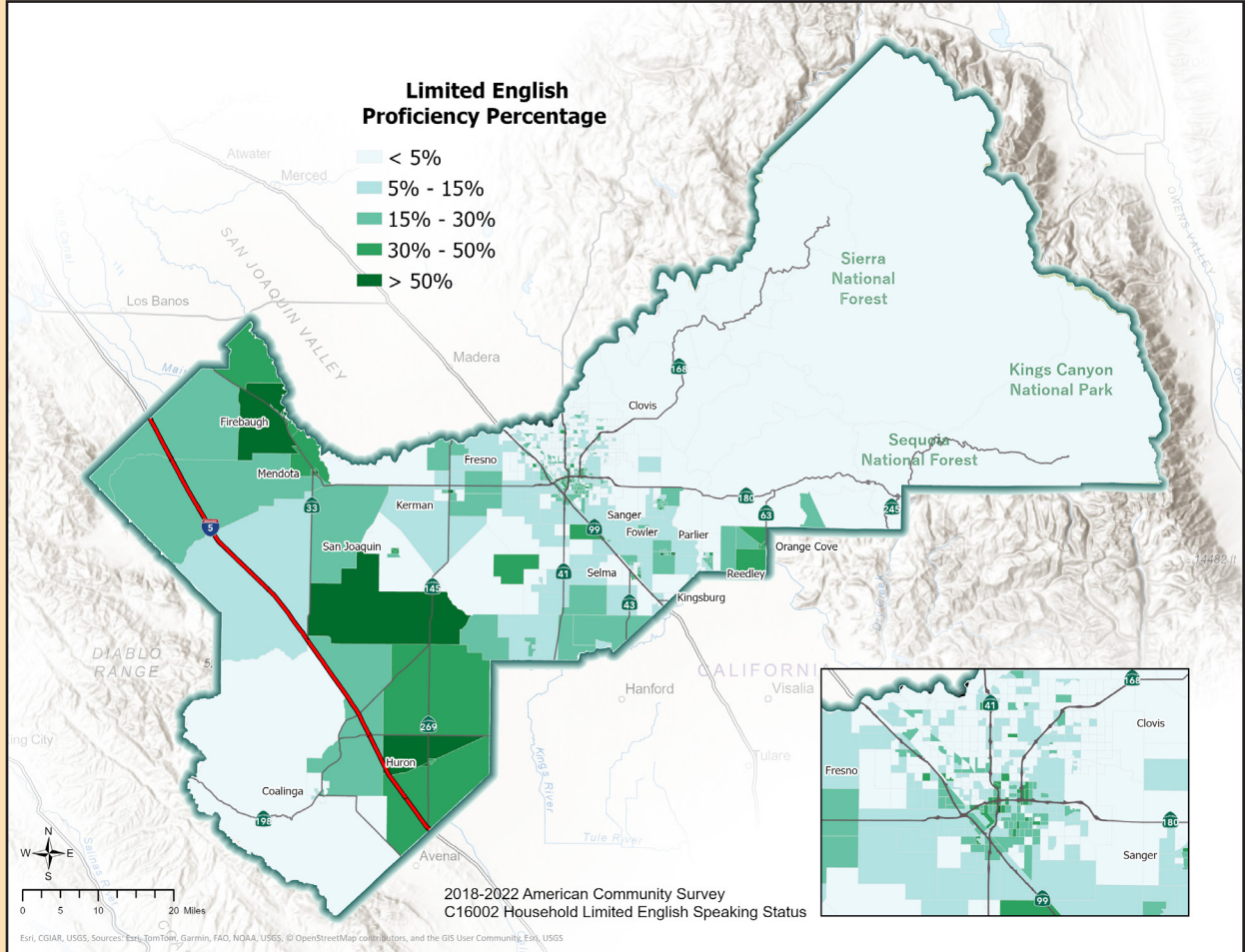


Figure 7-4:
Distribution of
Limited English
Proficiency
Households in
Fresno County



Environmental Justice Subcommittee

To determine whether EJ populations would be affected by a proposed program, project, or activity, it is necessary to define EJ communities' parameters and then determine where they are located.

For help in defining Fresno County's EJ communities, Fresno COG called upon the EJ Subcommittee.

The EJ Subcommittee serves under Fresno COG's Transportation Technical Committee (TTC), enjoying the benefits of a formalized process as it feeds into Fresno COG's structured, standard committee process. The subcommittee generally meets when Fresno COG staff, the TTC, the Policy Advisory Committee or the Fresno COG Policy Board request recommendations on issues involving EJ populations.

Subcommittee members report all advisory actions to the TTC through an EJ representative. Then the TTC's recommendations are referred to the Policy Advisory Committee and Fresno COG Policy Board as needed. The subcommittee also reports to the RTP Roundtable through the Subcommittee chair, who holds a seat on the Roundtable.

The Environmental Justice subcommittee has 13 positions to provide full, diverse and equitable representation from designated EJ populations:

- **Four Fresno COG member agencies, one from each of the following geographies:**
 - Local agency urban
 - East side local agency rural
 - West side local agency rural
 - County of Fresno
- **Four representatives, one from each of the following ethnicities:**
 - Hispanic
 - African-American
 - Asian
 - American Indian
- **Two low-income representatives**
- **One senior (65 or older) representative**
- **One disabled person representative**
- **One youth representative**

EJ Subcommittee Accomplishments

The Environmental Justice Subcommittee helped to shape the Equity Analysis. The subcommittee met nine times to determine the definition of Equity Priority Communities, Disadvantaged Communities, and equity indicators in SCS scenario analysis and RTP Equity Analysis. The following is a summary list of the main topics discussed:

- Regional Transportation Plan Environmental Justice & Equity Analysis: purpose and goals
- Fresno County demographics (focused on race & income levels)
- Defining the Fresno County Equity Priority Communities and Disadvantaged Communities
- Selecting the equity indicator for the SCS Scenarios
- 2026 equity analysis indicators and methodology
- Draft analysis review and comment

Equity Priority Communities (EPC)

To better reflect the multiple dimensions of transportation disadvantages, Fresno COG developed an Equity Priority Communities (EPC) methodology based on a composite index of key demographic and socioeconomic indicators.

The Subcommittee approved four indicators to capture different aspects of potential disadvantage:

- People of Color / Minority (percent non-White and/or Hispanic population)
- Low-Income (percent of households below 200 percent of the federal poverty level)
- Linguistic Isolation / Limited English Proficiency (LEP)
- Housing-Cost Burden (percent of households spending more than 30 percent of income on housing)

Each indicator was evaluated at the census block group level using data from the 2018–2022 American Community Survey.

For each indicator, values were standardized relative to the regional distribution using the mean and standard deviation. Census block groups were then classified into five categories:

- Well Below Average (< Mean – 1.5 St Dev)
- Below Average (Mean – 1.5 St Dev ~ Mean – 0.5 St Dev)

- Average (Mean – 0.5 St Dev ~ Mean + 0.5 St Dev)
- Above Average (Mean + 0.5 St Dev ~ Mean + 1.5 St Dev)
- Well Above Average (> Mean + 1.5 St Dev)

These categories were converted into a normalized index score ranging from 0 to 4, where higher scores indicate greater relative concentration of the population or condition.

A composite equity index was then calculated by combining the four indicators as follows:

$$\begin{aligned} &\text{Composite Equity Index} = \text{Minority} \\ &\quad + \text{Low-Income} + 0.5 \\ &\quad \times \text{Limited English Proficiency} + 0.5 \\ &\quad \times \text{Housing Cost Burden} \end{aligned}$$

Lower weights were applied to LEP and housing cost burden to reflect their supporting role relative to the core Title VI–related indicators of race/ethnicity and income.

Census block groups were identified as Equity Priority Communities if they met either of the following criteria:

- A composite equity index above the regional average (score > 7), or
- A low-income index score at or above 3 (above average) and a minority index score at or above 2 (average or higher)

Using this methodology, Equity Priority Communities represent approximately 33.6 percent of the total county population. Out of the 1963 TAZs in Fresno County, 643 were identified as Equity Priority Community TAZs through the EPC methodology and EJ Subcommittee review.



Disadvantaged Communities (DAC)

Disadvantaged Communities (DACs) are identified primarily based on the latest iteration of the California Communities Environmental Health Screening Tool: CalEnviroScreen 4.0, which identifies Census tracts experiencing the highest cumulative environmental burdens and socioeconomic vulnerabilities.

The California Environmental Protection Agency (CalEPA) and the Office of Environmental Health Hazard Assessment (OEHHA) released CalEnviroScreen 4.0 in October 2021. The tool evaluates multiple indicators related to pollution exposure, environmental effects, sensitive populations, and socioeconomic conditions to produce a composite score for each Census tract. Census tracts ranking within the top 25 percent statewide are designated as Disadvantaged Communities pursuant to Senate Bill 535 (SB 535, De León, Chapter 830, Statutes of 2012). Other categories of geographic areas designated as disadvantaged by CalEPA (Census tracts lacking overall scores but receiving the highest 5 percent of CalEnviroScreen 4.0 cumulative pollution burden scores; Census tracts identified in the 2017 DAC designation as disadvantaged; Lands under the control of federally recognized Tribes.) are also included in Disadvantaged Communities.

Of the 1,963 TAZs in Fresno County region, 1,418 are considered as Disadvantaged Communities.

Disadvantaged Communities represent approximately 60 percent of the total county population.

The EJ subcommittee also recommended two additional equity indicators – Access to Destinations in Disadvantaged Communities and Financial Investment in Disadvantaged Communities – by which the public and other local stakeholders ranked the five SCS scenarios.

Figure 7-5 (next page) show maps of Equity Analysis Areas (TAZs) in 2026 Regional Transportation Plan. Figure 7-6 shows the SB 535 Disadvantaged Communities and CalEnviroScreen 4.0 scores. The maps illustrate that the Equity Priority Communities generally align with areas receiving the highest CalEnviroScreen 4.0 scores in the region, and the Disadvantaged Communities identified in the RTP encompass all SB 535 designated DAC census tracts within Fresno County.

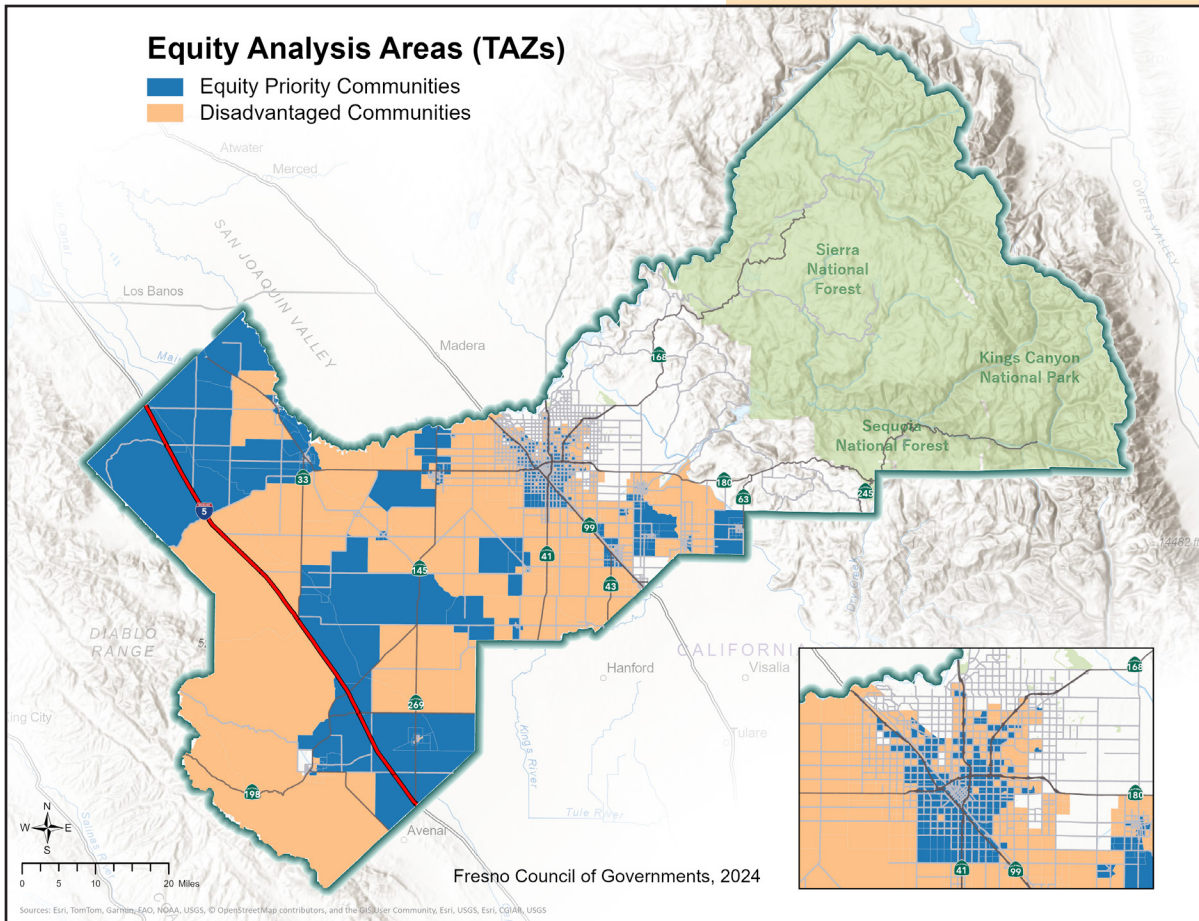


Figure 7-5:
Equity Analysis Areas (TAZs)

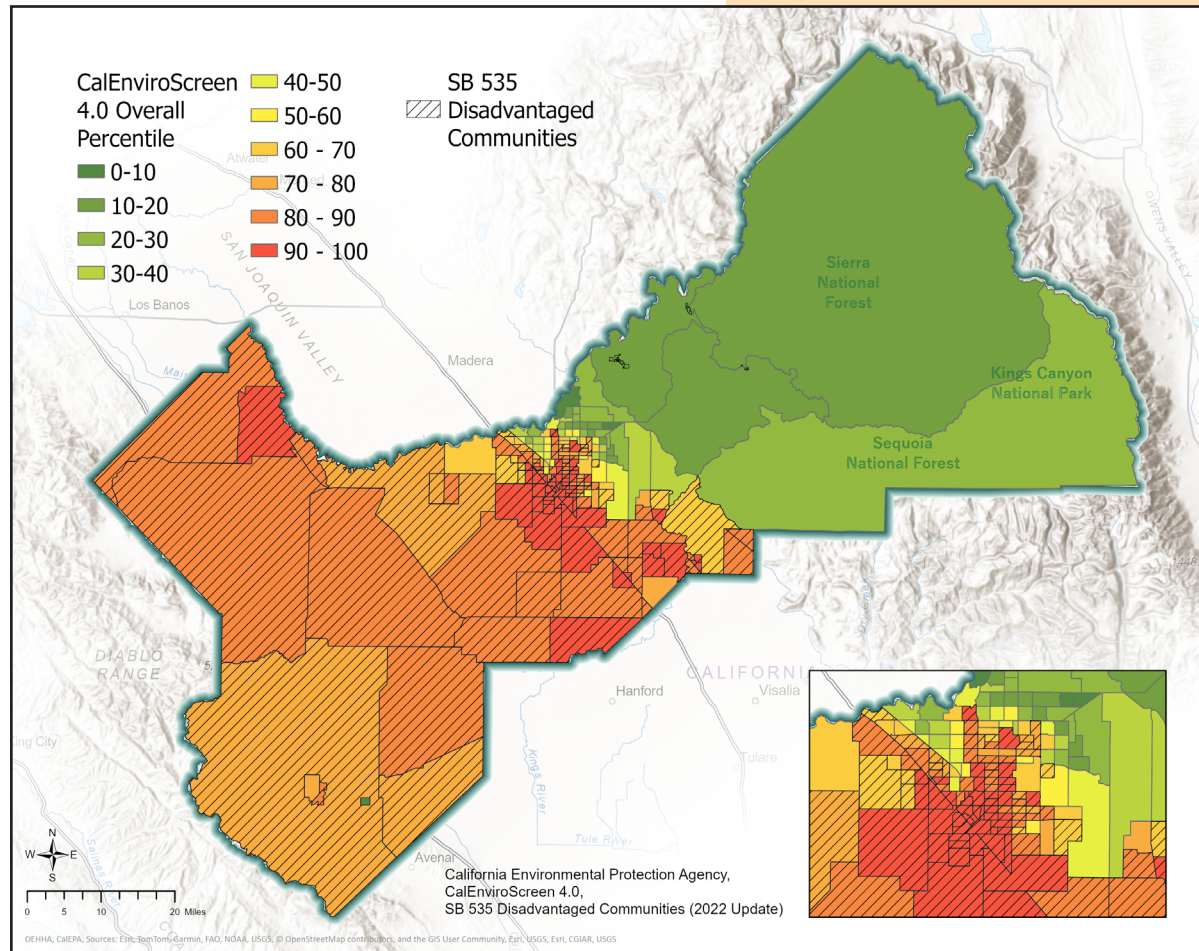


Figure 7-6:
CalEnviroScreen 4.0 scores and SB 535 Disadvantaged Communities in Fresno County

While the methodology and maps presented in this analysis provide a useful framework for identifying Equity Priority Communities (EPCs) and Disadvantaged Communities (DACs), several limitations should be acknowledged:

- Community boundaries are based on demographic thresholds and screening methodologies applied at the Census block group and TAZ level. As a result, identified EPC and DAC areas may also include residents who do not meet specific demographic

or socioeconomic characteristics, while some disadvantaged populations may reside outside identified areas.

- Due to limitations in available forecasting tools and demographic data, the geographic distribution of EPC and DAC populations is assumed to remain constant through the 2049 RTP horizon year. Actual future demographic patterns may differ over time.



Measuring the Benefits and Burdens

To evaluate the distribution of transportation benefits and burdens associated with the proposed 2026 RTP, the EJ subcommittee and RTP Roundtable identified nine quantitative performance measures across the following categories:

Transportation

- o Access to Jobs & Services
- o Travel Delay
- o Transit Productivity

Financial Investments

- o Distribution of investments by mode
- o Distribution of road maintenance projects
- o Targeted active transportation investments
- o Planned safety projects on the High-Injury Network

Quality of life

- o Housing Mix
- o Pollution Exposure

The performance measures compare the current (2023) transportation system to the forecasted 2049 conditions under the preferred RTP/SCS scenario. The analysis incorporates planned transportation investments, including roadway, transit, bicycle and pedestrian, maintenance, and operational improvement projects.

Demographic, employment, and land-use assumptions were derived from the updated Fresno County 2060 Growth Projections prepared by Fresno COG and Applied Development Economics (ADE) in 2024, as detailed in Chapter 3: Fresno Today. Staff applied the newly updated activity-based model (ABM) in the equity analysis. ABM documentation is available on Fresno COG’s website at Fresno Activity-Based Model Update. The land use and roadway project assumptions are consistent with preferred Scenario C adopted by the Fresno COG Policy Board. More details are available on the Transportation and Land use Appendix.

Transportation Performance Measures

The performance measures presented in this section evaluate a variety of transportation outcomes, including accessibility, mobility, transit service, safety, and infrastructure investments. Some indicators are intended to measure improvements resulting from planned transportation investments, while others evaluate whether future conditions remain comparable to existing conditions or whether impacts are distributed equitably among communities. As a result, not every measure is expected to show substantial improvement over time. The primary purpose of this analysis is to evaluate whether EPCs and DACs receive a fair share of transportation benefits and are not disproportionately affected by adverse impacts relative to regional conditions.

Description:

Access to Jobs and Services measures the ease with which residents can reach employment, retail, and service destinations using the regional transportation system. The measure evaluates average travel times during the morning peak commute period by travel mode.

Methodology:

This indicator evaluates regional accessibility by measuring average travel times between residential origins and employment or service destinations during the morning peak period. Staff estimated auto and transit travel times using Fresno COG’s ABM. Results are summarized for EPCs, DACs, and the region overall.

Staff conducted separate analyses for work-related trips to evaluate accessibility to employment destinations.

Goal or Purpose:

Evaluate whether planned transportation investments improve accessibility for EPCs and DACs at levels comparable to or greater than regional conditions.

Discussion of results:

The analysis indicates that average travel times for drive-alone and shared-drive trips are generally projected to remain stable or improve modestly between 2023 and 2049 across EPCs, DACs, and the region overall. Transit travel times are projected to improve more substantially, particularly within the Fresno-Clovis metropolitan area, reflecting the planned transit and multimodal transportation investments included in the 2026 RTP/SCS. Under both existing and future conditions, EPCs and DACs generally experience travel times that are comparable to or shorter than regional averages across most travel modes and trip purposes. This pattern is particularly evident within the Fresno-Clovis metropolitan area, where EPCs and DACs benefit from closer proximity to major transit corridors, employment centers, retail destinations, and existing urban services.

The analysis of commute trips shows similar trends. Transit travel times for job-related trips are projected to decrease notably within the Fresno-Clovis metropolitan area and countywide, while automobile travel times generally

AM Peak Travel Time (minutes)		2023			2049		
		EPC	DAC	Regionwide	EPC	DAC	Regionwide
FCMA	Drive alone	8.8	9.2	9.8	8.6	8.9	9.6
	Shared Drive	6.5	6.8	7.1	6.5	6.7	7.1
	Transit	39.4	40.7	42.1	34.4	35.8	37.2
Remainder of county	Drive alone	16.1	15.6	17.1	14.4	14.2	15.6
	Shared Drive	12.4	12.7	13.9	11.4	11.9	13.0
	Transit	51.5	47.1	47.1	51.7	44.5	44.5
Countywide	Drive alone	11.1	11.2	11.6	10.3	10.6	11.0
	Shared Drive	8.7	9.0	9.1	8.3	8.6	8.8
	Transit	39.6	40.8	42.2	34.7	36.0	37.3

AM Peak Travel Time (minutes, trips for jobs only)		2023			2049		
		EPC	DAC	Regionwide	EPC	DAC	Regionwide
FCMA	Drive alone	10.4	10.8	11.6	10.1	10.5	11.3
	Shared Drive	9.9	10.4	11.0	9.7	10.1	10.9
	Transit	46.0	48.1	49.9	39.6	41.4	43.5
Remainder of county	Drive alone	19.2	18.5	20.0	17.1	16.8	18.3
	Shared Drive	19.0	18.2	19.5	17.4	16.9	18.2
	Transit	54.7	50.4	50.4	56.2	48.4	48.2
Countywide	Drive alone	13.2	13.3	13.7	12.3	12.5	12.9
	Shared Drive	13.0	13.0	13.2	12.7	12.4	12.2
	Transit	46.2	48.2	49.9	39.9	41.6	43.6

remain stable or improve modestly across EPCs, DACs, and the region overall. In the rural portions of the county, transit travel times remain comparatively longer due to lower-density development patterns and more limited transit service coverage.

Overall, the results suggest that the preferred RTP/SCS scenario maintains or improves regional accessibility for EPCs and DACs and does not indicate disproportionately adverse accessibility outcomes relative to regional conditions.

Travel Delay

Description:

Travel delay measures the level of congestion experienced by travelers during the afternoon peak commute period.

Methodology:

This indicator is calculated using the travel-time index (TTI), which compares average peak-period travel times to free-flow travel times under uncongested conditions. A TTI value of 1.0 indicates no travel delay, while a value of 1.2 indicates that trips require 20% more travel time than under free-flow conditions.

Goal or Purpose:

Evaluate whether congestion-related travel delays disproportionately affect Equity Priority Communities and Disadvantaged Communities compared to regional conditions.

Discussion of results:

The analysis indicates that travel delay during the afternoon peak period remains relatively low throughout

Fresno County under both existing and future conditions. Travel time index (TTI) values across EPCs, DACs, and the region overall remains close to 1.0, indicating generally uncongested travel conditions.

Within the Fresno-Clovis metropolitan area, PM peak travel delay is projected to improve modestly between 2023 and 2049 for EPCs, DACs, and the region overall. EPCs and DACs generally experience travel delay conditions comparable to or slightly lower than regional averages under both existing and future conditions. Outside the Fresno- Clovis metropolitan area, travel delay remains minimal under both existing and future conditions due to lower traffic volumes and less congested roadway conditions in the smaller cities and unincorporated communities throughout the county.

Overall, the results suggest that the 2026 RTP maintains relatively stable regional travel conditions and does not indicate disproportionately greater congestion impacts within EPCs or DACs relative to regional conditions.

PM Peak Travel Time Index	2026			2049		
	EPC	DAC	Regionwide	EPC	DAC	Regionwide
FCMA	1.044	1.053	1.048	1.040	1.044	1.041
Remainder of County	1.006	1.006	1.005	1.009	1.008	1.007
Countywide	1.027	1.029	1.029	1.026	1.026	1.026

Transit Productivity

Description:

Transit Productivity evaluates the regional transit system's efficacy in improving mobility and access to essential destinations. Four indicators are used in this analysis:

- Passenger miles traveled (PMT)
- Population within ¼ mile of frequent transit service
- Retail destinations accessible within a 30-minute transit trip
- Healthcare destinations accessible within a 30-minute transit trip

These indicators assess changes in transit usage, transit accessibility, and access to key destinations for Equity Priority Communities, Disadvantaged Communities, and the region overall.

Methodology:

- Passenger miles traveled: PMT measures the total distance traveled by transit riders and is used to estimate overall transit usage. This indicator compares forecasted transit passenger miles traveled between 2023 and 2049.
- Population within one-quarter mile of frequent transit: This indicator measures the percentage of

population located within one-quarter mile of fixed-route transit service operating at headways of 20 minutes or less during peak commute periods.

- Retail destinations accessible within a 30-minute transit trip: Estimates access to retail opportunities by calculating the average number of retail jobs reachable within a 30-minute transit trip from each home TAZ.
- Healthcare destinations accessible within a 30-minute transit trip: This indicator estimates access to healthcare services by calculating the average number of health care jobs reachable within a 30-minute transit trip from each home TAZ.

Goal or Purpose:

Evaluate whether planned transit investments improve transit access and mobility for EPCs and DACs relative to regional conditions.



transit service is projected to increase significantly by 2049, particularly within EPCs and DACs. The substantial increase in access to frequent transit service is largely influenced by planned Fresno Area Express (FAX) service improvements, including a long-term goal to achieve peak-period transit headways of 15 minutes or less as a system standard by 2040.

Access to retail and health care destinations by transit is also projected to improve across the region. These

Passenger Miles Traveled (PMT)	2023			2049		
	EPC	DAC	Regionwide	EPC	DAC	Regionwide
Countywide	121,400	231,800	323,500	129,700	241,800	336,300
Per Capita	0.35	0.34	0.32	0.34	0.33	0.31

Percent of population within quarter-mile of frequent transit	2023			2049		
	EPC	DAC	Regionwide	EPC	DAC	Regionwide
Countywide	27.2%	20.9%	16.3%	58.4%	51.0%	43.2%

Retail locations accessible via 30-minute transit trip	2023			2049		
	EPC	DAC	Regionwide	EPC	DAC	Regionwide
Countywide	4,813	5,578	5,525	6,044	5,941	5,703

Healthcare accessible via 30-minute transit trip	2023			2049		
	EPC	DAC	Regionwide	EPC	DAC	Regionwide
Countywide	12,919	12,351	10,254	22,672	19,818	16,140

Discussion of results:

The analysis indicates that transit accessibility is generally maintained or improved under the 2026 RTP/SCS. Passenger miles traveled (PMT), which is reported as an indicator of transit utilization, remains generally stable between 2023 and 2049 after accounting for projected population growth. PMT is included to provide context for comparing transit activity among EPCs, DACs, and the region overall.

EPCs and DACs consistently demonstrate higher levels of transit accessibility compared to regional averages under both existing and future conditions. The share of population located within one-quarter mile of frequent

changes reflect both planned transit investments and forecasted land use and employment growth patterns that increase the number of destinations accessible by transit. EPCs and DACs generally maintain higher levels of transit accessibility to these essential destinations due to their proximity to major transit corridors, activity centers, and existing urban services.

Overall, the results suggest that the 2026 RTP maintains or improves transit mobility and access throughout Fresno County while continuing to provide EPCs and DACs with transit access levels that are comparable to or better than regional conditions.

Financial Investments Performance Measures

Distribution of investments by mode

Description:

This indicator shows the 2026 RTP/SCS funding invested in EPCs and DACs by the following project category: bicycle & pedestrian, transit, streets & roads - maintenance, capacity increasing and operations projects.

Methodology:

This indicator calculates the total funding for the program of projects in the preferred 2026 RTP/SCS scenario by project category and geographic location. Project investments were summarized for EPCs, DACs and the region overall. EPCs and DACs are overlapping geographic categories and are both subsets of the regional total. Values reported for EPCs and DACs are intended for comparison purposes and are not additive.

Goal or Purpose:

Evaluate whether planned transportation investments are distributed equitably across the region and whether EPCs and DACs receive transportation investments proportional to or greater than their share of the regional population.

Discussion of results:

EPCs and DACs receive a substantial share of planned transportation investments across all project categories in the 2026 RTP/SCS.

The analysis indicates that Equity Priority Communities (EPCs) and Disadvantaged Communities (DACs) receive a substantial share of planned transportation investments across all project categories in the 2026 RTP/SCS. While DACs represent approximately 60 percent of the county

population, these communities receive approximately 74 percent of total programmed transportation investments. On a per-capita basis, planned investments in EPCs and DACs generally exceed the regional average.

Within the Fresno-Clovis metropolitan area, EPCs and DACs receive significant investments in transit, active transportation, roadway maintenance, and operational improvements. Per-capita transportation investments within EPCs exceed the metropolitan average, reflecting the concentration of multimodal transportation improvements and transit investments within these communities. Per-capita investment levels within EPCs are also generally higher than within DACs, reflecting the more targeted nature of the EPC methodology and the concentration of transportation needs within these communities.

In the remainder of Fresno County, investment patterns reflect the transportation needs of rural communities, including roadway maintenance, operational, capacity improvement, and rural transit projects. Per-capita investment levels vary between EPCs and DACs due to differences in geography, population distribution, and the mix of projects programmed in rural areas.

Overall, the results do not indicate systematic underinvestment in EPCs or DACs under the preferred RTP/SCS scenario and suggest that planned transportation investments are generally distributed in a manner consistent with regional equity objectives.

Distribution of Transportation Investments	EPC	DAC	Regionwide
Bicycle & Pedestrian	\$349,275,000	\$613,526,000	\$802,251,000
Transit	\$857,002,000	\$1,110,096,000	\$1,581,333,000
Streets & Roads - Maintenance	\$910,754,000	\$1,317,484,000	\$1,596,273,000
Streets & Roads - Capacity Increasing	\$252,926,000	\$754,330,000	\$1,510,062,000
Streets & Roads - Operations	\$633,019,000	\$1,300,368,000	\$1,441,760,000
Miscellaneous	\$35,470,000	\$48,080,000	\$52,805,000
Total	\$3,038,446,000	\$5,143,883,000	\$6,984,484,000
Total funding per capita	\$8,094	\$7,245	\$6,505



Distribution of Transportation Investments (Fresno - Clovis metropolitan area)	EPC	DAC	Regionwide
Bicycle & Pedestrian	\$130,819,000	\$196,649,000	\$311,807,000
Transit	\$813,902,000	\$1,066,396,000	\$1,537,633,000
Streets & Roads - Maintenance	\$472,229,000	\$589,504,000	\$739,331,000
Streets & Roads - Capacity Increasing	\$57,119,000	\$213,232,000	\$892,364,000
Streets & Roads - Operations	\$526,283,000	\$974,445,000	\$1,049,170,000
Miscellaneous	\$1,100,000	\$1,100,000	\$5,825,000
Total	\$2,001,451,000	\$3,041,326,000	\$4,536,131,000
Total funding per capita	\$8,278	\$6,542	\$5,801

Distribution of Transportation Investments (County rest of Fresno - Clovis metropolitan area)	EPC	DAC	Regionwide
Bicycle & Pedestrian	\$218,456,000	\$416,877,000	\$490,444,000
Transit	\$43,100,000	\$43,700,000	\$43,700,000
Streets & Roads - Maintenance	\$438,525,000	\$727,980,000	\$856,942,000
Streets & Roads - Capacity Increasing	\$195,807,000	\$541,098,000	\$617,698,000
Streets & Roads - Operations	\$106,736,000	\$325,923,000	\$392,590,000
Miscellaneous	\$34,370,000	\$46,980,000	\$46,980,000
Total	\$1,036,995,000	\$2,102,557,000	\$2,448,353,000
Total funding per capita	\$7,761	\$8,578	\$8,206

Distribution of Road Maintenance Projects

Description:

This indicator evaluates the distribution of roadway maintenance projects included in the 2026 RTP/SCS financially constrained list by comparing the mileage and location of maintenance improvements within Equity Priority Communities (EPCs), Disadvantaged Communities (DACs), and the region overall.

Goal or Purpose:

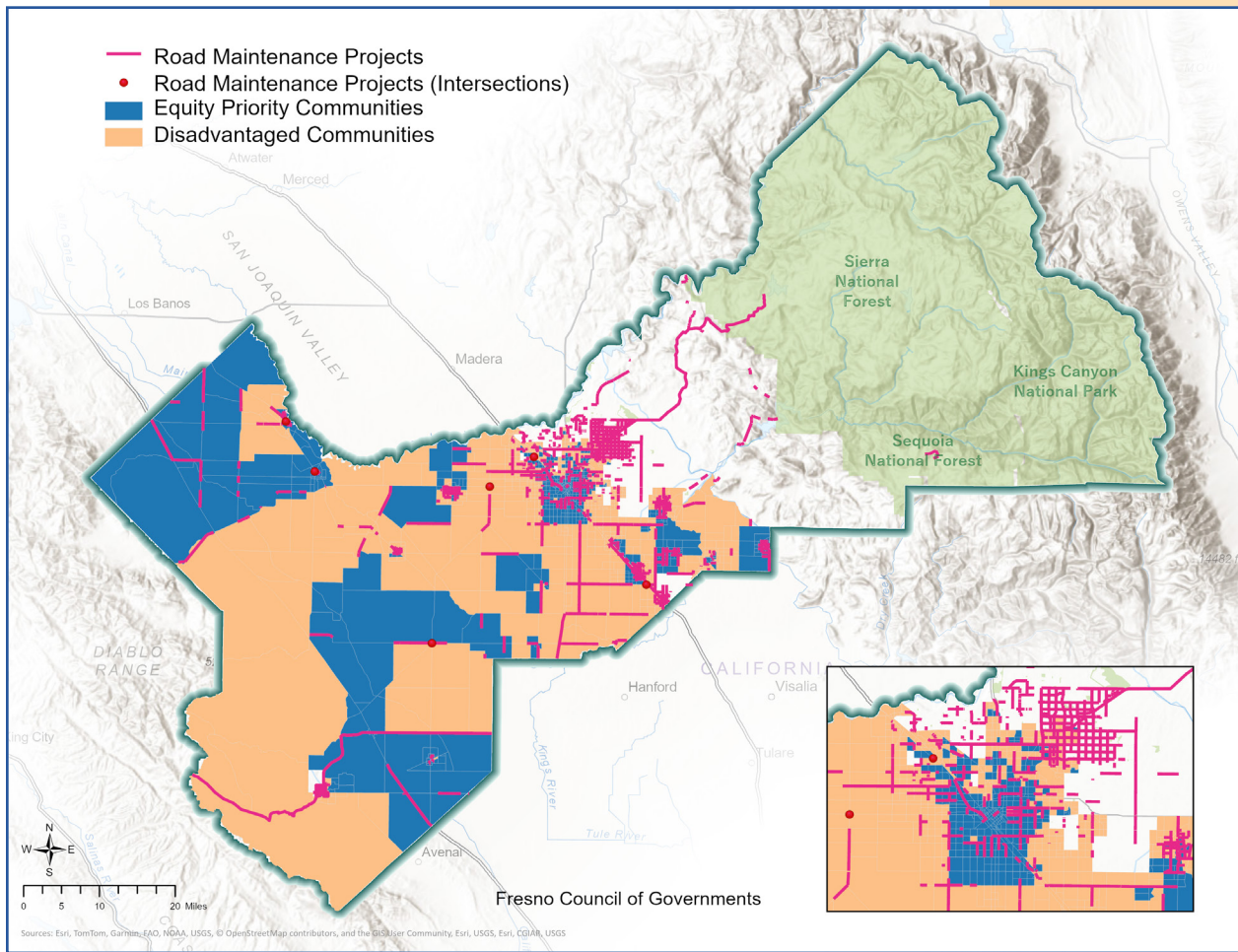
Evaluate whether roadway maintenance investments are distributed equitably across the region and whether EPCs and DACs receive roadway preservation and maintenance improvements proportional to their transportation infrastructure needs.

Discussion of results:

A substantial share of roadway maintenance investments in the 2026 RTP/SCS are located within EPCs and DACs. Approximately 68 percent of total roadway maintenance project mileage is located within DACs, while over one-third is located within EPCs. Maintenance improvements at intersections are also concentrated within EPCs and DACs.

The results indicate that roadway preservation and maintenance investments are being directed toward communities with significant transportation infrastructure needs and do not indicate systematic underinvestment in EPCs or DACs.

Road maintenance projects	EPC	DAC	Regionwide
Length of road maintenance projects (miles)	420.9	834.4	1223.5
Length of road maintenance projects (% of total)	34.4%	68.2%	-
Road maintenance projects at intersections	7	8	8
Road maintenance projects at intersections (% of total)	87.5	100%	-



**Figure 7-7:
Road
Maintenance
Projects /
Environmental
Justice TAZs**

Targeted Active Transportation Projects

Description:

This indicator evaluates active transportation investment distribution within Equity Priority Communities (EPCs), Disadvantaged Communities (DACs), and areas identified as having lower health opportunities based on the California Healthy Places Index (HPI). Active transportation projects also connect to transit options. The measure similarly compares bicycle and pedestrian mileage improvements included in the 2026 RTP/SCS, including projects located within lower health opportunity communities and projects located within one-quarter mile of transit stops.

Methodology:

Fresno COG used the California Health Places Index (HPI), developed by the Public Health Alliance of Southern California, to identify communities with lower health opportunities. The HPI combines multiple indicators related to: health care access, housing, education, economic conditions, transportation, and environmental factors into a single composite score for each Census tract. Census tracts were grouped into statewide quartiles based on HPI scores. Quartile 1 represents communities

with the lowest levels of health opportunity relative to other Census tracts in California.

Projects within a quarter mile of a transit stop were considered as providing connection to transit options. Transit stop data were obtained from the Cal-ITP GTFS-Ingest Pipeline Dataset in May 2026.

Active transportation projects include financially constrained bicycle and pedestrian projects in the 2026 RTP/SCS. Project mileage located within lower health opportunity areas and within one-quarter mile of transit stops was summarized for EPCs, DACs, and the region overall.

Goal or Purpose:

Evaluate whether active transportation investments are directed toward communities with greater health and transportation needs, including EPCs and DACs located in lower health opportunity areas and communities with greater reliance on multimodal transportation connections.

Active transportation project length (miles)	EPC	DAC	Regionwide
In lower health opportunity area	298.78	562.33	585.87
Within ¼ mile to transit stops	133.04	276.51	363.59
Total Projects	366.64	772.49	1112.22

Discussion of results:

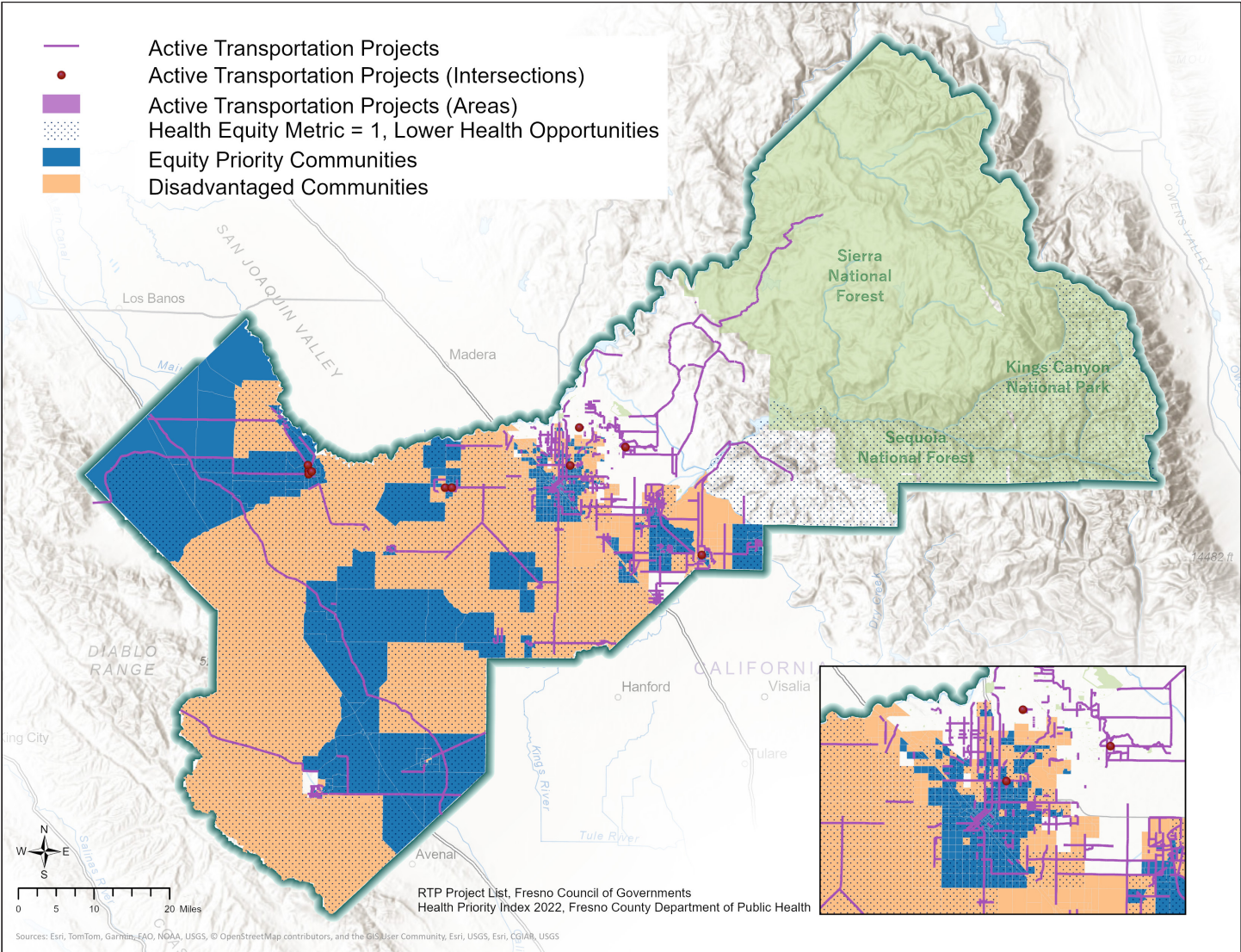
The results indicate that a substantial share of planned active transportation investments are located within lower health opportunity communities identified through the Healthy Places Index. Approximately 96 percent of active transportation project mileage located within lower health opportunity areas is within DACs, with a significant portion also located within EPCs.

The analysis also indicates that a large share of active transportation investments are located within one-quarter mile of transit stops, supporting improved

multimodal connectivity among bicycle, pedestrian, and transit networks. Approximately 76 percent of active transportation project mileage located near transit stops is within DACs.

This pattern is partly influenced by the geographic overlap between EPCs, DACs, lower-health-opportunity areas, and existing transit corridors within Fresno County. Overall, the results indicate a strong spatial overlap between active transportation projects located in lower-health-opportunity areas and transit-accessible locations and the EPC and DAC geographies.

**Figure 7-8: (Below)
Active Transportation Projects and Lower Health Opportunity Areas**



Planned Safety Projects on High Crash Exposure Network

Description:

This indicator evaluates the distribution of transportation projects incorporating roadway safety countermeasures within Equity Priority Communities (EPCs), Disadvantaged Communities (DACs), and the region overall. The measure compares the mileage and number of planned transportation projects containing safety-related improvements included in the 2026 RTP/SCS.

Methodology:

Projects containing FHWA’s Proven Safety Countermeasures identified in project descriptions were classified as projects incorporating safety improvements. In this analysis, Fresno COG used Caltrans’ Transportation Equity Index (EQI) Crash Exposure indicator to identify areas with elevated crash exposure. Census blocks with crash exposure scores at or above the 80th percentile statewide were classified as part of the high-crash exposure network. The EQI crash exposure indicator considers crashes resulting in injuries or fatalities, with weighting factors applied based on crash severity. The mileage and number of planned projects containing

safety countermeasures located within high crash exposure areas were summarized for EPCs, DACs, and the region overall.

Goal or Purpose:

Evaluate whether transportation projects incorporating safety countermeasures are directed toward communities experiencing greater crash exposure and safety-related transportation needs, including EPCs and DACs.

Discussion of results:

The results indicate that a substantial share of planned transportation projects containing safety countermeasures are located within EPCs and DACs and along roadway segments identified as having elevated crash exposure. Approximately 85 percent of planned projects with safety countermeasures located on the high-crash exposure road network are within DACs, with 63 percent located within EPCs. These findings suggest that the 2026 RTP/SCS directs safety-related transportation investments toward communities and corridors experiencing greater transportation safety risks.

Planned Safety Projects on High Crash Exposure Network	EPC	DAC	Regionwide
Lane Miles Covered by Planned Safety Projects	298.91	626.10	805.13
Count of Planned Safety Projects	486	659	772

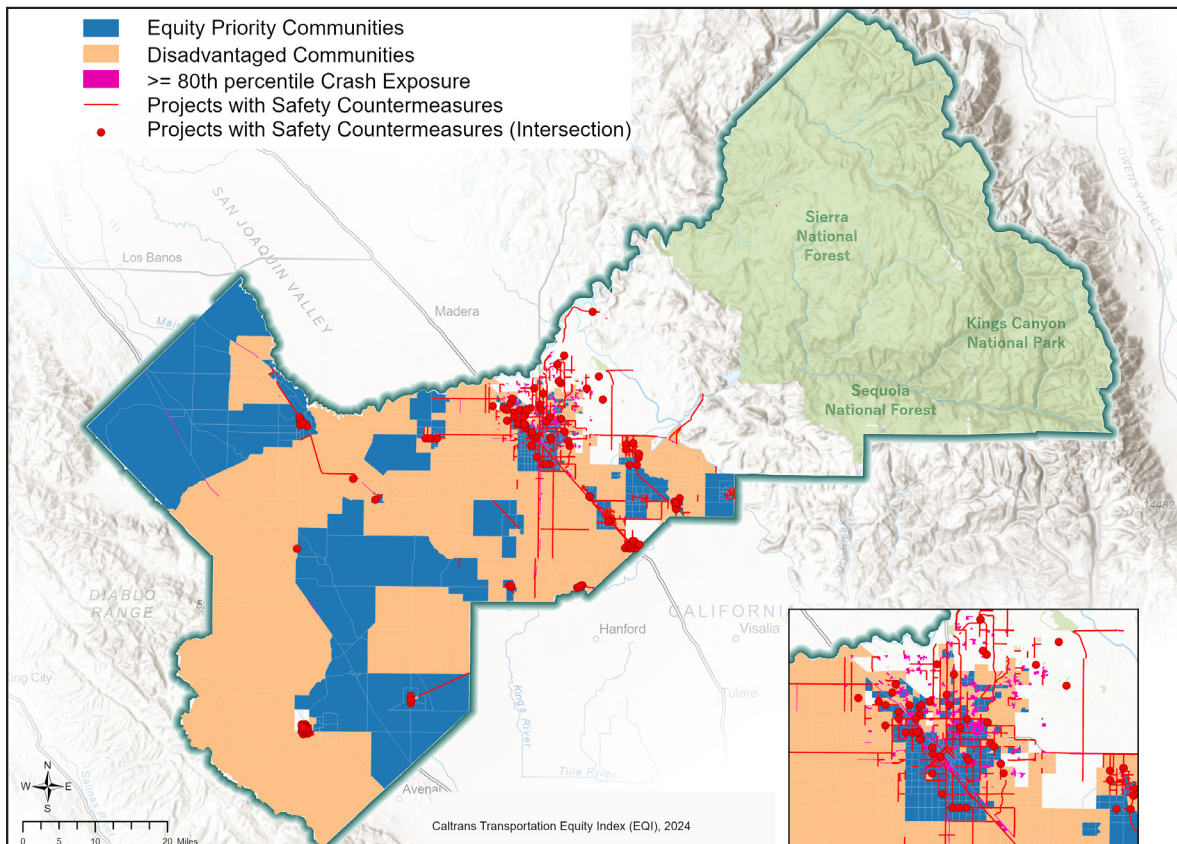


Figure 7-9:
Transportation
Projects with Safety
Countermeasure and
High Crash Exposure
Areas

Quality of Life Performance Measures

Housing Mix

Description:

This indicator evaluates the distribution and mix of housing types within Equity Priority Communities (EPCs), Disadvantaged Communities (DACs), and the region overall. The analysis compares the share of single-family and multifamily housing units under the existing (2023) and forecasted 2049 conditions to assess whether future housing growth supports a balanced mix of housing opportunities across the region.

Methodology:

Future housing estimates are based on planned land-use designations contained in local general plans, countywide growth projections, and land-use strategies incorporated into the 2026 RTP/SCS. Housing units are categorized as single-family or multifamily and summarized for EPCs, DACs, and the region overall for both 2023 and 2049 conditions.

Goal or Purpose:

Evaluate whether future housing growth supports a balanced mix of housing types within EPCs and DACs and is consistent with regional housing and land-use objectives.

Housing Mix	2023			2049		
	EPC	DAC	Regionwide	EPC	DAC	Regionwide
Single Family	55%	62%	69%	55%	61%	67%
Multifamily	41%	32%	26%	42%	34%	28%

**Note: Percentages may not total 100 percent because manufactured housing/mobile homes and other housing types are excluded from the single-family and multi-family categories.*

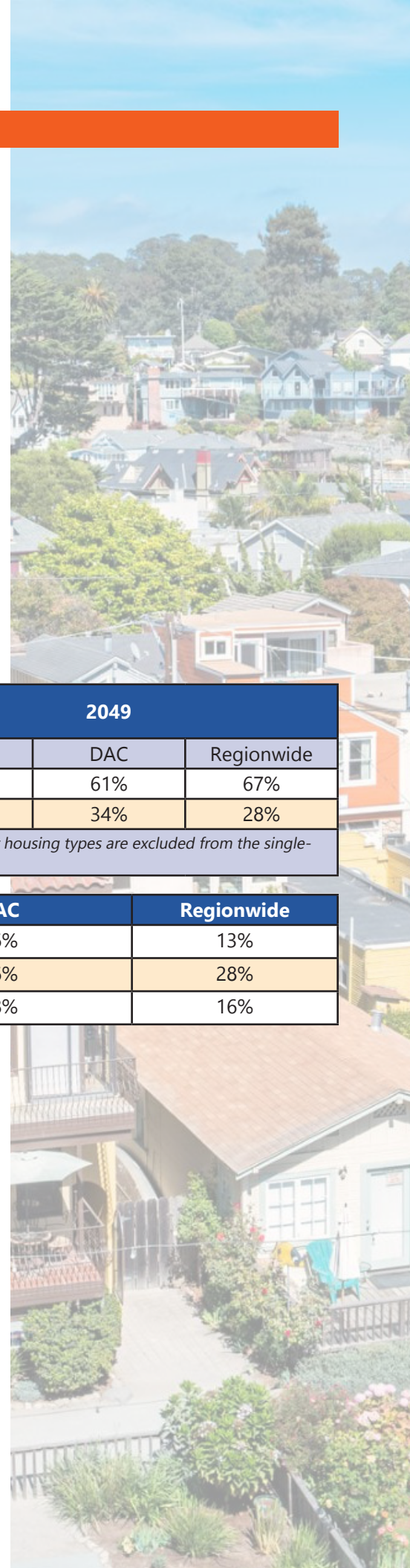
Housing Growth (2023-2049)	EPC	DAC	Regionwide
Single-family	20%	16%	13%
Multi-family	25%	26%	28%
Total Housing Units	21%	18%	16%

Discussion of results:

The results indicate that EPCs and DACs contain a higher share of multifamily housing compared to the regional average, reflecting the concentration of more compact and urban development patterns within these communities. Under the 2026 RTP/SCS, the share of multifamily housing is projected to increase modestly across the region, with EPCs and DACs continuing to maintain higher proportions of multifamily housing than the region overall.

Projected housing growth patterns also indicate that EPCs and DACs are expected to accommodate a substantial share of future regional housing growth. Multifamily housing growth is projected to occur at rates comparable to or greater than single-family housing growth, supporting a more balanced housing mix across the region.

Overall, the projected housing patterns in the 2026 RTP/SCS are generally consistent with regional housing objectives supporting housing diversity and a balanced mix of housing types across Fresno County.



Pollution Exposure

Description:

This indicator evaluates whether future housing growth is concentrated in areas with elevated exposure to transportation-related and industrial pollution sources within Equity Priority Communities (EPCs), Disadvantaged Communities (DACs), and the region overall. The analysis compares existing and future housing units located near major transportation and industrial pollution sources.

Transportation-related air pollution and proximity to major pollution-generating facilities are associated with increased public health risks, particularly within urbanized areas containing high traffic volumes and industrial land uses. This indicator evaluates whether future housing growth patterns disproportionately increase potential pollution exposure within EPCs and DACs.

Methodology:

Fresno COG identified transportation-related pollution exposure areas using the Caltrans' Transportation Equity Index (EQI) transportation exposure indicator. Census

blocks with transportation exposure scores at or above the 80th percentile statewide were classified as high-transportation exposure areas.

Additional major pollution sources included:

- Large-facility polluters identified through California Air Resources Board (CARB) Pollution Mapping Tool
- EPA Superfund and Brownfield sites
- EPA Toxic Release Inventory (TRI) sites

Staff mapped roadways and sites and determined the distance to current and future housing stock.

Staff also summarized housing units located within identified high-transportation exposure areas and within one mile of major pollution sources for existing (2023) and future (2049) conditions under the 2026 RTP/SCS.

To further evaluate transportation-related exposure impacts, traffic volumes within high-transportation exposure areas were compared between the preferred RTP/SCS scenario and a no-build scenario.

Share of Housing Growth within High Transportation exposure area or 1 mile buffer of a Major Polluter			
Year	EPC	DAC	Regionwide
2023	47.1%	44.7%	40.2%
2049	50.8%	47.2%	41.9%

Goal or Purpose:

Evaluate whether future housing growth patterns disproportionately increase residential exposure to transportation-related and industrial pollution sources within EPCs and DACs.

Discussion of results:

The analysis indicates that a higher share of existing and future housing units within EPCs and DACs is located in areas identified as having elevated transportation or industrial pollution exposure compared to the regional average. This pattern generally reflects the concentration of existing urban development, transportation infrastructure, industrial land uses, and established neighborhoods within Fresno County's urbanized areas, where many EPCs and DACs are located.

Future housing growth within pollution exposure areas is projected within EPCs and DACs under the preferred RTP/SCS scenario. However, these projected patterns largely follow existing urban development and land-use trends rather than representing substantial expansion of residential growth into new high-exposure areas.

Comparison between the preferred RTP/SCS scenario and the no-build scenario indicates that traffic volumes within high transportation exposure areas remain generally unchanged, with differences of less than one percent for EPCs, DACs, and the region overall. These results suggest that the preferred RTP/SCS scenario does not substantially increase transportation-related exposure conditions relative to the no-build scenario.

While many EPCs and DACs are located near major transportation corridors and urban activity centers, these areas also provide greater access to transportation options, jobs, services, and existing infrastructure. Cleaner vehicle technologies and transportation system improvements are expected to contribute to improved long-term regional air quality conditions.

Overall, the analysis does not indicate that the preferred RTP/SCS scenario would result in disproportionately greater pollution exposure impacts to EPCs or DACs relative to existing regional development patterns.

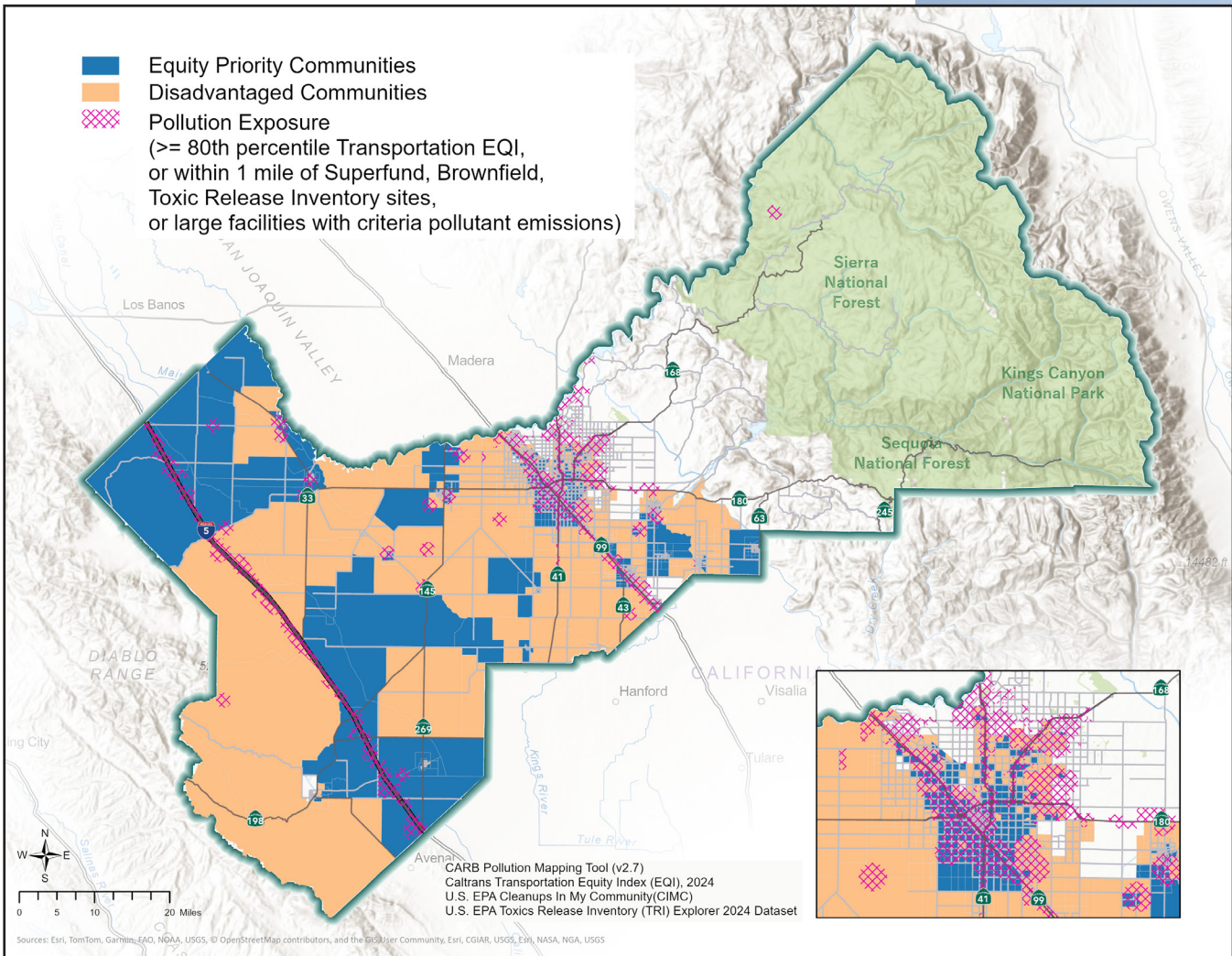


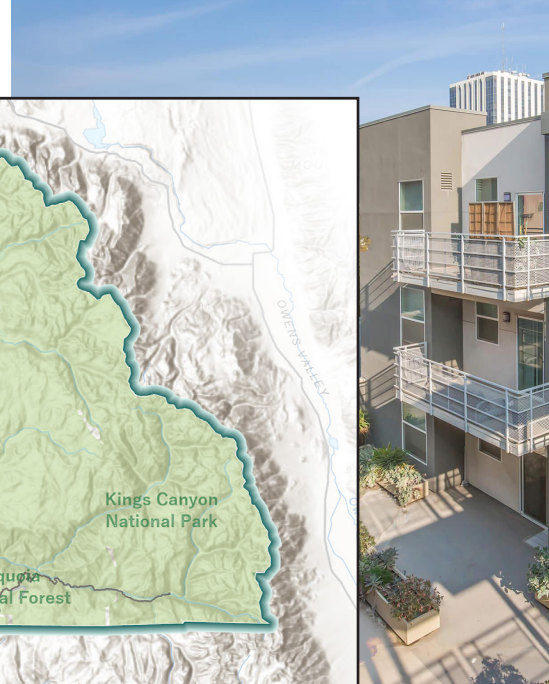
Figure 7-10: Pollution Exposure, Equity Priority Communities, Disadvantaged Communities

Conclusions

This Equity Analysis was conducted to evaluate whether the proposed projects and land-use strategies in the proposed 2026 RTP/SCS distribute transportation benefits and burdens equitably throughout Fresno County, particularly within Equity Priority Communities (EPCs) and Disadvantaged Communities (DACs). The analysis assessed a range of transportation, investment, housing, accessibility, safety, and environmental indicators comparing existing and future conditions under the preferred RTP/SCS scenario.

Overall, the performance measures indicate that the 2026 RTP/SCS generally maintains or improves transportation accessibility, transit mobility, safety investments, and infrastructure conditions within EPCs and DACs relative to regional conditions. Planned transportation investments are broadly distributed throughout Fresno County, with substantial investments directed toward communities with greater transportation, mobility, health, and infrastructure needs.

The analysis also indicates that EPCs and DACs continue to experience certain existing regional challenges associated with urban development patterns,





including proximity to major transportation corridors and industrial land uses. However, the preferred RTP/SCS scenario generally reflects existing land use and transportation patterns and does not indicate disproportionately greater adverse impacts to EPCs or DACs relative to regional conditions.

In addition to the measures evaluated in this analysis, Fresno COG continues to support programs and planning efforts focused on the transportation needs of elderly, disabled, and transit-dependent populations. These efforts include programs such as the Senior Taxi Scrip program, Federal Transit Administration (FTA) Section 5310 grants (transportation for elderly persons and persons with disabilities) and consulting the Social Services Transportation Advisory Council (SSTAC), which provides guidance regarding the mobility needs of the elderly, handicapped, and persons of limited means.

Based on the results of the Equity Analysis, Fresno COG concludes that the 2026 RTP/SCS generally provides an equitable distribution of transportation benefits and investments and does not indicate disproportionately high and adverse impacts to EPCs or DACs relative to the region overall.

