



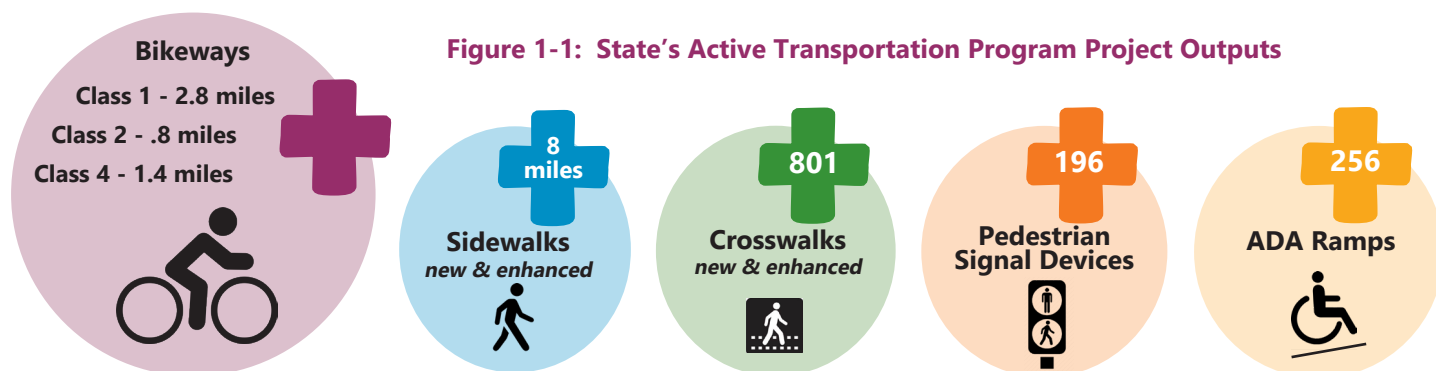
CHAPTER 2 *Accomplishments*

The Fresno County region continues to make progress toward accomplishing transportation improvements and accommodating growth over the last few Regional Transportation Plans and Sustainable Communities Strategies. This section highlights just a few of the major and recent accomplishments.

Active Transportation

Fresno COG, in partnership with its member agencies, developed an update to the Fresno County Regional Active Transportation Plan which was adopted in May 2024, serving as a comprehensive guide outlining the vision for biking, walking, and other human-powered transportation in Fresno County. The Regional ATP provides for a network of safe and attractive trails, sidewalks, and bikeways that connect Fresno County residents to key destinations, especially local schools, parks, and transit, and creates a network of regional bikeways that allow bicyclists to safely ride among cities and other regional destinations.

Between 2020 and 2025, the County of Fresno and incorporated cities completed 32 projects funded by the State's Active Transportation Program, achieving the following project outputs:



Creating Safe Routes To School

In January 2024, Fresno COG's Policy Board approved its Safe Routes to School (SRTS) Subcommittee, initially comprising eight Policy Board members. As discussed during its initial appointments, the subcommittee is expected to expand to include school district superintendents and other key stakeholders to establish a unified partnership between cities and school districts to achieve the SRTS goals the committee identifies. The SRTS Subcommittee met to discuss and identify investment needs to support educational institutions throughout the County, specifically in priority communities.

The committee met four times and established one-time Measure C funding for a new, regional SRTS program derived from funds not being expended in existing programs from the 2006 Measure C extension. Prioritizing rural needs first, the subcommittee excluded the cities of Clovis and Fresno from eligibility. The SRTS guidelines prioritized bicycle and pedestrian-friendly projects within one-half mile of a school site and established a project limit of \$1.5 million, among other characteristics. The program funded seven projects collectively serving 20 schools and more than half of the recommended projects involved pavement installation, upgrading infrastructure and high visibility for safe access to routes for children.



Highways, Streets, and Roads

The Golden State Corridor Improvement Project covers 14.1 miles of Golden State Boulevard within the spheres of influence of Fowler, Selma, Kingsburg, and unincorporated county areas. The project is funded through Measure C for design, right-of-way/ support, and construction/support activities and is being delivered in three phases. Phase 1, which included full roadway reconstruction and rehabilitation, is 97 percent complete. Phase 2, addressing paving and rehabilitation at corridor gap areas and intersections, is 92 percent complete. Phase 3 consists of improvements at 19 railroad crossings and is addressing outstanding coordination issues with Union Pacific Railroad (UPRR) and the California Public Utilities Commission (CPUC).

State Route 41 Expansion

In 2022, the California Transportation Commission approved \$10 million to expand State Route 41 to four lanes from Elkhorn to Excelsior avenues. Due to the dangerous conditions and fatalities, the "gap-closure" project is intended to reduce congestion, improve safety, and provide route continuity with the four-lane highway segments north and south of the project. The proposed improvements include realignment, which would expand to the east, provide a 46-foot-wide median, redesign four intersections requiring right-of-way, update drainage, and construct a new northbound bridge at Murphy Slough.

The City of Fresno's BNSF Blackstone-McKinley Grade Separation project is under construction and is expected to be completed in 2030. The project is supported by

\$35.1 million from Measure C funds with the cost totaling \$162 million. The project will allow the City of Fresno to create a double-grade railroad separation at the busy intersection located just east of Fresno City College. The grade separation will eliminate the existing at-grade crossing of the BNSF tracks at North Blackstone and East McKinley separating train traffic from vehicles, pedestrians, and cyclists.

Fresno COG's Regional Pavement Management System (PMS) updated, enhanced, and modernized the system for all local agencies. As part of this effort, Fresno COG reactivated existing PMS licenses and updated pavement databases using recent pavement condition index (PCI) data. Resultingly, decision trees were revised in coordination with local agencies. Completed in 2025, the project also included systemwide reports for each agency, hands-on StreetSaver training to support ongoing use, and a consolidated regional report summarizing individual agencies' analyses.

Veterans Boulevard Interchange in northwest Fresno officially opened to traffic on Nov. 20, 2023. The overpass and corridor connect Shaw Avenue and Herndon Avenue, providing an efficient east-west link for residents west of Highway 99. The project includes a six-lane, super-arterial roadway, State Route 99 interchange with grade separations over Golden State Boulevard and future California High Speed Rail tracks, a 12-foot Class I multipurpose trail and adaptive intelligent transportation technology for traffic synchronization. The project was funded through a com-



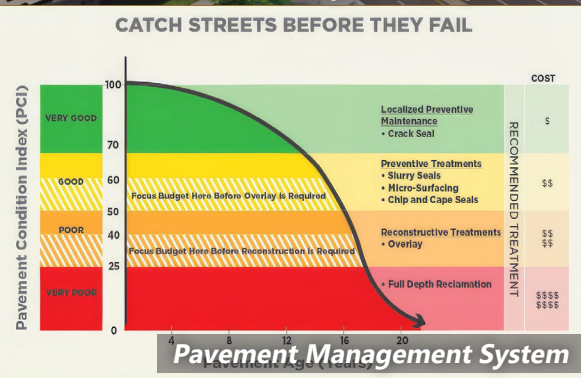
Golden State Corridor Project



State Route 41 Expansion



BNSF Blackstone-McKinley Grade Separation



Veterans Boulevard Interchange

bination of State, local, and Federal grants, with the largest share coming from Measure C. The project alleviates traffic and freight train delays near Herndon and Shaw Avenues by improving commute times to work, school, shopping, and dining. It additionally supports active transportation with dedicated bike lanes and a pedestrian-friendly trail that serves more than 70,000 vehicles daily.

Federal and State investments demonstrate strong legislative support and provide a critical foundation for improving safety, mobility, and multimodal access throughout the region. Since 2022, the region has successfully secured a substantial mix of federal and state earmark funding to advance priority transportation and complete streets projects across Fresno County and several incorporated cities:

- ⇒ Federal earmarks total approximately \$13.8 million, led by Highway Infrastructure Program awards for the Mt. Whitney Avenue Complete Streets Project (\$3.0 million, 2022) and the Calwa Complete Streets Project (\$4.0 million, 2023), along with HUD-funded investments supporting Tranquility Complete Streets (\$3.0 million, 2023) and Cantua Creek Road Improvements (\$2.0 million, 2023). Additional federal funding has supported smaller but high-impact projects, including Biola lighting (\$230,000, 2025), Caruthers complete streets (\$250,000, 2025), the Downtown Streetscape Project in Fowler (\$500,000, 2024), and pedestrian and roadway improvements on Huron Avenue (\$850,000), and pavement improvements in City of Mendota (\$5 million, 2024).
- ⇒ The region has received approximately \$26 million in state earmarks, complementing the Federal funding, including \$3 million for Tranquility complete streets and \$2 million for Cantua Creek Road Improvements. State earmarks included \$20 million for downtown street, sidewalk, and lighting improvements in the City of Fresno (2023–2026) and \$1 million for evacuation route improvements in unincorporated Tranquility and Cantua Creek.

Transit

The Fresno County region's transit system continues to improve service to its existing riders despite constrained funding. In coordination with Fresno COG, Fresno Area Express (FAX), Clovis Transit, and Fresno County Rural Transit Agency (FCRTA) have completed several regional and localized transit studies, including the 2026–2030 FCMA Short-Range Transit Plan (SRTP), the 2026–2030 Fresno County Rural Transit Agency SRTP, and Clovis Transit's Fixed-Route Redesign and Rollout Plan. The region has also advanced major transit infrastructure investments, including FCRTA's Selma Maintenance Facility and solar-powered EV charging network. Collectively, this work provides guidance for future transit investments and outlines strategies to deliver and maintain a sustainable, safe, integrated, and efficient transit system that will enhance Fresno County's quality of life, economy, and livability.



Fresno Area Express (FAX)

Fresno Area Express's (FAX) major accomplishments over the past few years have occurred in conjunction with efforts to improve service coordination, address air quality and accessible service objectives, and pursue Intelligent Transportation Systems technology for public transportation. The accomplishments include:

2021-2022 Accomplishments

- Deployed new Route 3 Herndon Avenue crosstown, extension of Route 20 to northwest Fresno, and extension of Route 45 Ashlan Avenue crosstown to Central High School – East Campus (2021)
- Extended 15-minute frequencies along the entire length of Route 38 and interlined Routes 12 and 35 for greater reliability (2021)
- Completed 2022-2026 FCMA Short-Range Transit Plan (SRTP) (2021)
- Completed renovation of FAX transit hub at MTC (2021)
- Conducted public outreach for and adopted an ADA transition plan to bring FAX bus stops into compliance with ADA standards. This plan consists of an implementation schedule indicating annual barrier removal phases, cost per phase, and overall cost (2021)
- Implemented free fares for six months to assist passengers with COVID-related financial hardships (2021)
- Eliminated COVID-19 passenger capacity limits (2021)
- Instituted a new fare structure, making all fares more affordable and providing free transit for children 12 and younger, as well as for active military and veterans. Completed associated Title VI Fare Equity Analysis (2021)
- Placed FAX's first two electric buses on Route 38 (2021)
- Added free Wi-Fi on Route 1 BRT buses (2021)
- Coordinated with the High-Speed Rail Authority on station-area planning for downtown high-speed rail station (2021)
- Extended Route 3 to provide new service to Clovis Community College (January 2022)
- Instituted a less-restrictive transfer policy, allowing free transfers in any direction for 90 minutes (January 2022)
- Completed the Title VI Program, ensuring that the City provides equitable transit access to ethnic minorities and low-income populations (2022)

2022-2023 Accomplishments

- Provided a grant-funded (Kaiser), subsidized, free fare program for seniors, individuals with disabilities, and Medicare card holders (2022)
- Established a new shuttle service for minority and low-income residents in the communities of Three Palms Mobile Home Park, West Park, and the Veterans Home. Service is operated by Fresno Economic Opportunities Commission (2022)





- Expanded free Wi-Fi to high-frequency Routes 9 and 38 (2023)
- Instituted new fare structure for students. A one-ride fare for a student is now \$0.75, and an unlimited 31-day pass is \$22. Completed associated Title VI Fare Equity Analysis (2023)
- Realigned routes serving L Street shelter at Courthouse Park with a new traffic signal. Implemented the first FAX queue-jump lane in Fresno, allowing FAX buses to jump ahead of regular traffic at L Street (2023)
- Placed FAX's first two hydrogen fuel cell buses into service (2023)

2023-2024 Accomplishments

- Expanded free Wi-Fi to all buses on all routes (2023)
- Increased frequencies on Routes 3, 20, 34, and 45 (2023)
- Extended Route 45 west to Justin Garza High School (2023)
- Extended Route 34 to serve the North Pointe Business Park, providing transit to major employers including Amazon, Ulta, IRS, and FedEx (2023)
- FAX received a \$5.2 million grant through the CARB STEP program to enhance mobility and safety for residents and encourage public transit use (2024)
- Completed the Shaw-Cedar Bus Stop Upgrades project. This provided repairs, accessibility improvements, and passenger amenities at 63 stops along FAX's high-frequency corridors (2024)
- Completed the department's electric vehicle charging infrastructure project (2024)
- Installed a dedicated FAX bus entry gate into the city's municipal yard (2024)
- Began the installation of solar-powered digital displays and lighting at various shelters and pole stops (2024)
- Updated computer-aided dispatch and automated vehicle location (CAD/AVL) system that won several awards, including the Metro Magazine's Innovative Solutions Award (2024)
- Deployed the upgraded transit asset management system EAM 9 (Enterprise Asset Management)
- Purchased two hydrogen fuel cell electric buses (2024)



Clovis Transit

The City of Clovis operates two types of public transit service: Stageline and Round Up. Stageline provides general public, fixed route service within the city limits and into the northeast area of Fresno, including California State University, Fresno (CSUF). Stageline operates two routes on 30-minute headways and two special routes in the early morning and late afternoon to accommodate school transportation. Stageline buses connect within minutes to and from five of FAX's routes (Routes 3, 9, 28, 38, and 45). Stageline service hours are Monday through Friday from 6:15 a.m. to 6:45 p.m. and Saturdays from 7:30 a.m. to 3:30 p.m.

Round Up operates specialized demand responsive service for disabled residents with scheduled trips within the Clovis/Fresno metropolitan area, including the Fresno County Island and Tarpey Village, with reimbursement from



the County of Fresno. Service operates Monday through Friday from 6:00 a.m. to 7:00 p.m., and on weekends from 7:30 a.m. to 3:30 p.m. Travel to Fresno is available Monday through Friday from 6:00 a.m. to 5:00 p.m., and on a limited basis on Saturdays, in compliance with the ADA's three-quarter-mile service requirement.

Round Up was initially funded through an Older Americans Act Grant but is now supported by the Federal Transportation Administration (FTA), state grants and funding, and local Measure 'C' dollars, which are used to provide the necessary match for TDA/Local Transportation Funds (LTF) Article 4.5 funds.

Clovis Transit's fleet comprises 31 transit buses, two battery-electric buses, 11 transit vans, eight regular minivans, one trolley, and five light-duty vehicles. All Clovis Transit vehicles meet ADA compliance requirements, ensuring accessibility for all passengers.

Accomplishments:

- Continued Clovis Transit's Zero-Fare Model for both Stageline and Round Up.
 - ⇒ Stageline ridership has increased from 112,478 in 2020 to 176,840 in 2024 (57.22%)
 - ⇒ Round Up ridership has increased from 50,384 in 2020 to 101,647 in 2024 (101.75%)
- Added a new bus stop at the Landmark Square Transit Center to enhance service accessibility.
- New active route management software tracks real-time vehicle locations, improving on-time performance and notifies drivers of their spacing on the

route, enhancing overall service convenience and transparency.

- Each fixed-route vehicle features computer-aided dispatch and automatic vehicle location (CAD/AVL), automated passenger counters (APCs), passenger infotainment, and automated voice annunciation (AVA) systems.
- Clovis Transit has begun planning for zero-emission fleet conversion as required by the California Air Resources Board's (CARB) Innovative Clean Transit (ICT) Rule. A Caltrans Sustainable Communities Grant funded the Clovis Transit Fleet Electrification Feasibility Study, which was completed in February 2023. The feasibility study provided guidance and considerations for the full transition and rollout of a zero-emission transit fleet. It also assisted Clovis Transit staff in developing the Clovis Transit Rollout Plan, as required by the ICT regulation. The Rollout Plan was submitted to CARB in June 2023 and updated in April 2025.
- Round Up ridership has seen continued success and significant growth. This increase can largely be attributed to automated dispatching software introduced in August 2022. The system has enhanced operational efficiency, enabled more responsive service, and improved same-day trip scheduling. Prior ridership was around 45,552 and has since grown to 101,647 in FY 2023-2024.
- Clovis Transit expanded its fixed-route system from two routes, based on time points, to eight new routes based on headways to reduce vehicle idle time and enhance service efficiency.

- ⇒ The fixed-route redesign project was completed in late 2025. The new routes are identified by colors instead of numbers, and redesigned bus stop signs include the route colors and real-time bus arrival information.
- ⇒ Bus stop locations are ADA-compliant and provide connectivity with other public transit systems. Construction of new bus stops was completed in two phases. The City Council accepted phase one in April 2025, and phase two was completed in May 2025.

Future Outcomes:

- Clovis Transit will continue its transition to zero-emission vehicles by 2040.
- As part of the route redesign project, Clovis Transit will launch a new microtransit service featuring three stops in underserved areas that will connect passengers to the fixed-route system. The microtransit service aims to enhance mobility, reduce congestion, and lower emissions by optimizing shared rides and reducing reliance on single-occupancy vehicles.
- Clovis Transit will work with a creative design agency for brand identity development in a two-phase rebranding process. Phase one includes developing a brand strategy, messaging, and visual identity options for review and approval by Clovis Transit. Phase two will focus on implementing the approved brand elements, including designing custom bus wraps for Clovis Transit vehicles.
- Through a Sustainable Communities Grant, Clovis Transit will contract with a consulting group for a strategic operations plan. This plan will focus on accessibility, safety, social equity, innovation, housing, land use and preservation, air quality, health, and sustainability.



Fresno County Rural Transit Agency

Fresno County Rural Transit Agency (FCRTA) serves as the primary provider for rural public transportation and continues to be a leader in adopting electric vehicles and sustainable transportation.

In 2026, FCRTA launched operations at its new 7.5-acre Selma Maintenance Facility. Funded by a \$5.1 million Federal Transit Administration (FTA) 5339 grant and matched with Measure C funds, the facility supports CNG and electric vehicles, technician training, and solar-powered infrastructure, enhancing service reliability and clean transit options for rural and unincorporated communities throughout Fresno County.

Highlights of recent infrastructure and service improvements include:

- Ten solar-powered EV chargers in the cities of Parlier, Mendota, Firebaugh, Huron, Selma, Sanger, Fowler, Orange Cove, Reedley, and Kerman, funded by Electrify America through a California Air Resources Board (CARB) grant.
- A solar “tree” charger in Coalinga and 20 additional level 2 chargers throughout rural Fresno County to expand electric vehicle charging capacity.
- Free onboard Wi-Fi across the rural transit fleet, improving digital access and convenience for passengers in underserved communities.
- Fare-free service on intracity demand response routes for seniors, people with disabilities, and veterans, supported by ongoing Measure C funding.
- Upgrades to rural transit stops with new solar-powered shelters, signage, and lighting to enhance rider comfort and safety.



- Surveillance cameras on all vehicles to support operator and passenger security and deter unauthorized activity.
- Partnership with Leadership Counsel for Justice and Accountability to evaluate EV microtransit and rideshare expansion in Riverdale, Laton, Lanare, Cantua Creek, and El Porvenir, with outreach and planning conducted.

FCRTA also partnered on several Caltrans-funded regional planning efforts that support long-term goals for innovation and transit resilience. These projects include:

- A \$700,000 Sustainable Transportation Planning Grant (STPG) for the Regional Mobility Hub Feasibility Study, led by Fresno COG in collaboration with FAX, Clovis Transit, and FCRTA. The study explores optimal site locations, design concepts, and infrastructure to support multi-modal mobility hubs.
- A \$300,000 STPG-funded Fresno County Regional Rail Feasibility Study, led by Fresno COG, to evaluate the potential for a zero-emission rail corridor connecting rural and urban areas across the county.
- A \$274,299 Sustainable Communities Planning Grant awarded to FCRTA to assess high-capacity transit options, including bus rapid transit (BRT) and rail, along the Golden State Boulevard corridor.
- A \$515,800 Sustainable Communities grant awarded to FCRTA to create an EV Charging Master Plan and energy management strategy to support both agency operations and public use in rural Fresno County.

Additionally, FCRTA conducted a series of planning and outreach initiatives to support clean energy transitions and long-term service sustainability. These efforts were funded in part by the Sustainable Communities Planning Grant and included infrastructure assessments for rural transit facilities, strategic fleet transition planning, and resilience evaluations. Public outreach efforts incorporated surveys and stakeholder workshops, gathering input from over 100 community members to inform service improvements.

Aviation

In October 2023 the Fresno County Airport Land Use Commission (ALUC) approved a newly developed Fresno County Airport Land Use Plan with funding provided by the California Department of Transportation's State Aeronautics program. The updated plan combines eight airport land use compatibility plans into one document, adding an additional chapter to address the Naval Air Station Lemoore's land use compatibility issues and requirements. Many of the previously adopted airport land use compatibility policy plans were outdated, with adoption dates ranging from 1983 to 2012, and were out of compliance with the State Aeronautics Act. It was crucial to provide an updated, unified tool for consistency review findings on plans and projects adjacent to Fresno County's airports. The ALUC amended the Airport Land Use Compatibility Plan in December 2021 and October 2023 to add language addressing safety measures for vulnerable populations and



FCRTA Transit Service



Measure C Carpoolers



Electric Airplanes at Chandler Airport



Measure C Senior Scrip Users



update exhibits to the Airport Land Use Compatibility Plan for Fresno Chandler Airport, which no longer includes a runway extension.

Funded through the Measure C New Technology Program, four zero-emission, electric airplanes were delivered to Chandler Airport as part of the Sustainable Aviation Program in partnership with the cities of Mendota and Reedley, CALSTART and Reedley College to create an electric airplane student-training program, one of the first in the nation. This project will help improve regional air quality and help catalyze the rapidly emerging zero emission aircraft sector.

Between 2023 and 2025, the Fresno Yosemite International Airport received nearly \$9 million in Federal earmarks for runway and terminal expansion.

Measure C Programs

Since 1986, Measure C has transformed Fresno County residents' daily commutes and quality of life by building and improving 1,200 miles of local streets, county roads, and state highways. Measure C funds local and regional transit services, trails, bike lanes, and ADA facilities, while leading initiatives to improve air quality and bolster the local economy. Measure C successfully leverages local dollars with other resources to deliver billions of dollars in transportation improvements.

Senior Scrip is a Measure C-funded program that provides alternative, reliable, and affordable transportation to Fresno County residents 70 years of age and older. Eligible seniors receive a 75% discount on vouchers or credits to pay for transportation fares by purchasing and using "scrip." Scrip is sold as either "paper scrip", used to pay for taxi fares with approved taxi or non-emergency medical transportation (NEMT) providers, or "electronic scrip" or "e-scrip," for Lyft/Uber rides scheduled through GoGoGrandparent.



The Senior Scrip Program offers 10 providers that accept paper scrip as payment: eight taxi providers (including one offering wheelchair-accessible vehicles) and two non-emergency medical transportation providers. The program also works alongside GoGoGrandparent to dispatch drivers through transportation networking companies (TNCs) such as Lyft and Uber, so users can use their electronic scrip as payment.

Valleyrides.com is the online commuter resource guide for Central Valley residents, offering information on transit providers, ridesharing, and trains in Fresno, Tulare, and Kings Counties. Central Valley residents can find more information on transportation options in each county through Valleyrides.com. Visitors can also use the free car- and vanpooling ridematching service to find commuting options to destinations like work, school, concerts, and more. Valleyrides also provides information on Measure C programs available to Fresno County residents, along with eligibility requirements for each program.

The Measure C Carpool and Vanpool Subsidy Programs help Fresno County commuters save money and reduce traffic by promoting ridesharing. Through programs like “CarPerks” and “VanPerks,” participants can receive subsidies for approved carpools and vanpools. These programs aim to reduce congestion, cut commuting costs, and improve air quality by encouraging shared transportation.

The Regional Public Transit Program receives 24 percent of Measure C extension revenue. In FY25/26,

over \$21.6 million was passed through to Fresno FAX, Clovis Transit, and the Fresno County Rural Transit Agency. The goal of this program is to increase mobility and provide reduced transit fare for certain segments of the population.



Rail

Grade Separation: The Fresno County Transportation Authority (FCTA) awarded \$6 million in Measure C funding to the City of Fresno for design and environmental studies on two railroad grade separations at Blackstone and McKinley avenues, just east of Fresno City College. The grade separations will improve public safety and will be compatible and complementary to the “Better Blackstone” initiative, which is intended to diversify with infill development and improve land uses along the corridor, as well as improve its aesthetics and make it more pedestrian friendly.

Fresno Santa Fe Train Depot: The historic Fresno Santa Fe Depot was rehabilitated in 2005 and functions as the new passenger rail station. The San Joaquin Joint Powers Authority, which operates the Amtrak Gold Runner service from Bakersfield to Oakland, is engaging several improvement strategies that require little to no additional resources, including: improving schedules, reducing trip lengths and travel times, improving train monitoring, train and connecting bus schedule adjustments and improved service coordination. SJJPA is working with Caltrans and Capital Corridor on studies that identify

strategies to increase capacity for rail service and free up equipment.

Rail Corridor Preservation: Although earlier studies indicate there is not sufficient ridership for light rail in Fresno County, it is prudent to identify and preserve potential future rail corridors, given the region’s growth potential. Fresno COG member agencies are considering potential means for retaining abandoned rail corridors for bikeways and future light rail options.

California High-Speed Rail: High-speed rail construction continues throughout Fresno County, with major projects such as the Shaw Avenue Overpass, McKinley Avenue Overpass, and the Fresno trench and State Route 180 passageway all making visible, significant progress. The future Downtown Fresno High-Speed Rail Station has begun the design process and will include a pedestrian bridge connecting Downtown Fresno and Chinatown. The Fresno Works Committee was formed initially to guide Fresno County’s proposal for the HSR heavy- maintenance facility but now focuses on other aspects as well. Committee members include officials from the County of Fresno, City of Fresno and



Fresno COG, working together with education, labor and business sectors to ensure the California High-Speed Rail initiative's and its heavy maintenance facility's success in Fresno County.

The Cross Valley Corridor Plan (CVCP): Tulare County Association of Governments initiated the CVCP in 2016, aiming to increase mobility and transit service efficiency; enable communities and cities in the Cross Valley

Corridor to promote developments that support transit use; encourage revitalization and economic development, and; facilitate growth in support of the California High-Speed Rail (HSR) investment. The proposed HSR station site will be adjacent to the CVC, a freight railroad corridor between Huron to the west and Porterville to the east that is active in certain segments and abandoned in others.

Specific Transportation Strategies and Management Systems

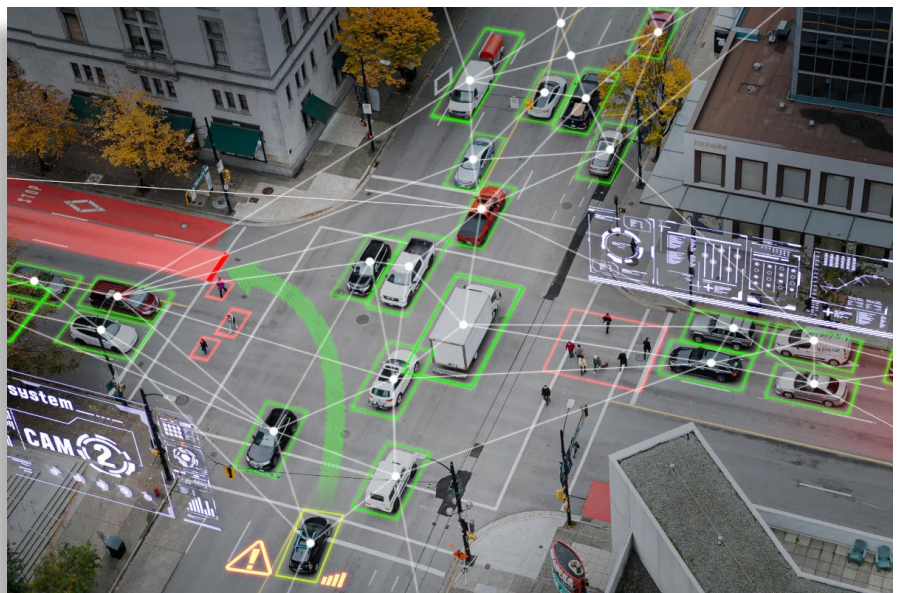
Fresno COG Activity-Based Model (ABM):

Following the 2022 RTP/SCS, Fresno COG updated its activity-based model (ABM). As the Fresno County region moves toward more sustainable land-use development and greater investment in supportive transportation strategies such as bus-rapid-transit (BRT) and bike and pedestrian facilities, an ABM is better positioned to estimate the benefits of such strategies and investment than a traditional four-step travel demand model. Having the capability to track each individual in a household, changes to household travel patterns can be better modeled in ABM to address increasing interests in measuring impacts from compact and mixed-use development, active transportation, transit, pricing, etc.

Intelligent Transportation System (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 systems and advanced technologies. These technologies include 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. As the lead agency, Fresno COG established an ITS subcommittee to oversee the 2015 Intelligent Transportation System Strategic Plan's development that included representatives from all Fresno COG member agencies as well as FHWA, Caltrans headquarters and the private sector.

Systems Management and Operations (TSMO) capabilities. 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. These improvements support improved traffic operations, incident management, corridor mobility, emergency response, and regional system coordination. Major accomplishments include the following:

- Deployment of adaptive signal control along major regional corridors including Blackstone, Friant, Herndon, Shaw, Kings Canyon, and additional corridors currently under design or construction.



- Expansion of fiber-connected and ATMS-integrated traffic signal systems throughout Fresno and Clovis.

In recent years, agencies throughout Fresno County have significantly expanded ITS and Transportation

- Continued implementation of coordinated arterial signal systems across key urban corridors.
- Advancement of connected vehicle (V2X) infrastructure planning along the Friant Road corridor.
- Development of Transportation Management System (TMS) center-to-center integration.
- Expansion of Caltrans highway operations infrastructure, including ramp metering and changeable message signs along State Routes 41, 99, 168, and 180.

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.

Integrated Land Use-Transportation Planning

Fresno COG TOD program

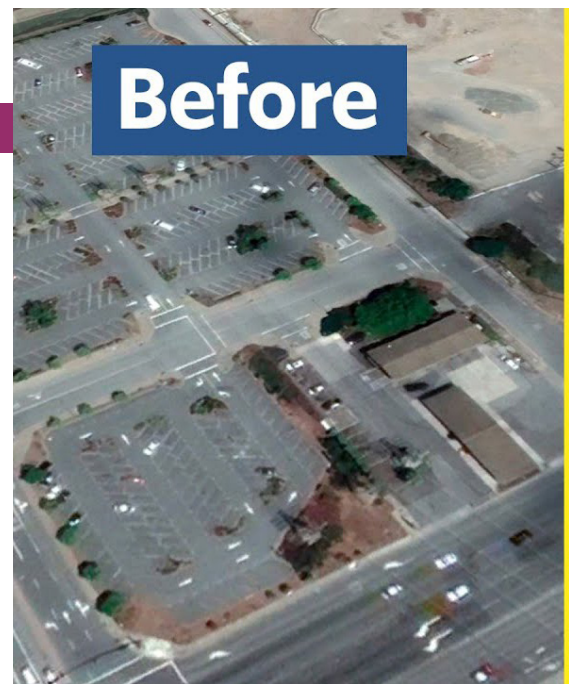
The Measure C TOD program helps boost transit ridership and encourages transit supportive land use. The program provides a range of transportation options and supports well-designed, higher-density housing and mixed uses near transit stations. In addition, the TOD program strives to support livable, viable transit-oriented, healthy communities that promote walking, biking and public transit to reduce auto dependence. The projects funded reduce vehicle trips, improve air quality and provide access to active transportation through integrated transportation and land use planning. The TOD program has granted close to \$18 million for projects and programs since its inception in 2011. It has funded affordable housing projects in the Fresno-Clovis metro area and small rural cities along major transit corridors. It also provided matching funds for the Fulton Mall reconstruction project, which is a critical piece of downtown Fresno revitalization efforts. The TOD program has played a key role in promoting sustainable transit-oriented communities.

Fresno County Mobility Hubs Feasibility Study

The study focused on exploring mobility hubs and identifying key opportunities for and challenges to developing and operating them. It was conducted in partnership with the City of Fresno's Department of Transportation (Fresno Area Express/FAX), the City of Clovis (Clovis Transit), and the Fresno County Rural Transit Agency (FCRTA). The study produced the concepts for the four selected focus sites: Clovis, Fresno, Parlier, and San Joaquin. This process demonstrated that each of the four sites has a credible path to enabling better mobility by: 1) supporting new or modified transportation options, and 2) linking together two or more modes of transportation, both for the purpose of expanding local and regional travel choices and providing people with better access to nearby destinations.

SB 743 Local Assistance Program and Regional Guidelines Development

To help the region implement SB 743, Fresno COG has taken the lead role in





developing regional guidelines, which local governments can adapt for their needs. SB 743 took effect on July 1, 2020, and has a profound impact on how local governments and other lead agencies approve their development projects during the CEQA process. Objectives include:

- Develop screening criteria
- Recommend vehicle miles traveled (VMT) thresholds
- Recommend a metric and threshold for transportation projects
- Develop a VMT calculation tool that will be hosted on Fresno COG's website
- Identify VMT mitigation measures
- Recommend VMT thresholds for plans.

Circuit Planner and Engineer Program

Fresno COG's Circuit Planner Program commenced in 2012 and the Circuit Engineer Program in 2015. The programs act as a liaison between Fresno COG and its 13 smaller-city members (those with populations less than 50,000) to assist with integrating smart growth principles into local planning processes, furthering Sustainable Communities Strategy (SCS) objectives, and to help coordinate transportation project development between local agencies and Fresno COG.



Fresno County Multi-Jurisdictional Housing Element

For the sixth-cycle housing element update, Fresno COG worked with the County of Fresno and all the cities except City of Clovis, to prepare a multi-jurisdictional housing element (MJHE) that was adopted by the participating local governments in 2023 covers the planning period of 2023-2031. The sixth-cycle MJHE included the following jurisdictions: Fresno County, Fresno, Coalinga, Fowler, Huron, Kerman, Kingsburg, Mendota, Parlier, Reedley, San Joaquin, Sanger, and Selma.

The Fresno County MJHE represents an innovative approach to meeting the State Housing Element law and coordinating resources between the participating local governments to address the region's housing needs.

Building on the success of the fifth-cycle planning effort, and in particular the benefits to the smaller jurisdictions in the region, Fresno COG is working with County of Fresno to monitor the Regional Housing Element Implementation.

Affordable Housing and Sustainable Communities (AHSC) Program

The California Strategic Growth Council (SGC) administers the Affordable Housing and Sustainable Communities (AHSC) program, which provides grants and affordable housing loans for compact transit-oriented development and related infrastructure and programs that reduce greenhouse gas emissions. Projects awarded AHSC funds link housing to employment centers and key destinations via low-carbon transportation options such as walking, biking, and transit, resulting in fewer vehicle miles traveled (VMT). Fresno COG participates in the San Joaquin Valley AHSC technical assistance



team, which comprises the eight San Joaquin Valley metropolitan planning organizations (MPOs), to provide no-cost technical assistance to AHSC applicants. The technical assistance program is essential to helping applicants with limited resources compete for AHSC funding.

Regional Early Action Planning (REAP) Grant Program

The California Department of Housing and Community Development (HCD) awarded the eight SJV MPOs funding from the Regional Early Action Planning (REAP) grant program to collaborate on projects that have a broader regional impact on housing, and to help local governments in meeting their sixth-cycle Regional Housing Need Allocation (RHNA) which concluded in 2024. As a result, the SJV MPOs have developed a guide to housing laws, case studies, an objective design standard guidebook, and other relevant resources to local agencies throughout the SJV.

In 2021, the Regional Early Action Planning 2.0 (REAP 2.0) was created to accelerate infill housing development, reduce vehicle miles traveled (VMT), expand housing opportunities across all income levels, and affirmatively further fair housing (AFFH). Funding is distributed through California's Metropolitan Planning Organizations (MPOs) to support projects that improve mobility, reduce greenhouse gas emissions, support disadvantaged communities, and advance long-term regional and local planning goals. In REAP 2.0 \$12,831,198.17 was awarded for regional investments aimed at improving infrastructure, expanding housing opportunities, enhancing mobility, and supporting sustainable community development throughout Fresno County. The following agencies have committed to spending the funds before the Dec. 31, 2026, deadline:

- *City of Fresno - Blackstone Betterment: Walk, Work, Ride Complete Streets*
- *City of San Joaquin - TPM 18-01*
- *City of Firebaugh - Downtown Infill Initiative*

Regional Sustainable Infrastructure Planning Grant Program

One of the three Sustainable Communities Strategy (SCS) implementation programs the Fresno COG Policy Board directed during the 2014 RTP/SCS adoption process. The grant-specific objective is to encourage local and regional multimodal transportation and land-use planning that furthers the region's RTP/SCS, contributes to the state's GHG reduction targets and other state goals, including but not limited to, the goals and best practices cited in the 2017 RTP Guidelines, addresses disadvantaged communities' needs, and also assists in achieving the Caltrans mission and grant program overarching objectives. Funded with Fresno COG's regional Senate Bill 1 planning funds, the program has awarded the following planning efforts since the program's first award cycle in 2017.

- *Community Landscape Plan for West Fresno*
- *Community Landscape Plan for City of Fowler*
- *FCRTA Electric Vehicle Rideshare/Carshare Plan and Service Expansion Plan*





Fresno County Regional Electric Vehicle Readiness Plan (EVRP)

In May 2019, Fresno COG received a Caltrans Sustainable Communities Planning Grant to develop the Fresno COG Electric Vehicle Readiness Plan (EVRP), originally called the Fresno County Regional Electric Vehicle Charging Infrastructure Network Plan. The plan, completed in 2021, provides a comprehensive regional strategy to support the transition to electric vehicles by identifying optimal locations for charging infrastructure, assessing current conditions and barriers to adoption, and forecasting future demand and emissions reductions. The plan integrates technical analysis, stakeholder engagement, and equity considerations to guide deployment of a robust charging network across Fresno County, while outlining implementation costs, performance metrics, and funding opportunities. Overall, the EVRP serves as a key planning resource to accelerate electric vehicle adoption, reduce greenhouse gas emissions, and align transportation investments with state climate goals and regional mobility priorities.



Fresno County Climate Resiliency Plan (FCCRP)

The plan builds on the Phase I Transportation Network Vulnerability Assessment to address climate change impacts on the region's transportation system. Through technical analysis and extensive community input, the plan identifies transportation assets vulnerable to extreme heat, flooding, wildfires, and landslides, and prioritizes a set of resilience-focused improvement projects. It includes detailed risk assessments for the five most at-risk locations and establishes a broader list of candidate projects by integrating survey results and community concerns, serving as a foundational planning tool to guide investment decisions, reduce risk, and enhance the long-term resilience of Fresno County's transportation network and its users.

Fresno County Extreme Heat Analysis and Shade Adaptation Plan

The plan assessed impacts of rising temperatures on the Fresno County transportation system, public health, and vulnerable populations. Through data analysis, mapping, and community engagement, FCOG aims to inform local planning efforts and develop adaptive solutions that support long-term sustainability and equity across Fresno County. The project identifies specific tree canopy and vegetative cover projects that can be incorporated into future capital improvement projects, with local jurisdictions able to apply for funding to implement these recommendations.



Fresno County Climate Action Plan (CAP)

In June 2023, Fresno COG was awarded \$1 million from the United States Environmental Protection Agency's Climate Pollution Reduction Grant (CPRG) to develop a climate action plan for the region. Fresno COG has completed two-thirds of the overall action plan, with the Priority Climate Action Plan (PCAP) and the Comprehensive Climate Action Plan Analysis (CCAP-A). Together, the plans provide a regional GHG inventory, a public outreach process, identification and quantification of priority GHG emissions reduction measures, a benefit analysis for low-income and disadvantaged communities, list of implementation authorities, and a portfolio of sector-based strategies.

Better Blackstone

The Better Blackstone Design Challenge established community-supported design plans and real estate analyses to encourage sustainable, pedestrian-friendly and economically viable activity centers along Blackstone Avenue — the “spine of Fresno.” These changes can provide new mixed-use, transit-oriented developments, including new affordable housing, businesses, services, and jobs.

Goods Movement

A collaborative consortium of California partners joined forces to analyze a new, intermodal rail spine that connects seaports to key markets via the Central Valley. Fresno COG is leading the feasibility studies for this Tradeport California system, and if implemented, would cut GHG, improve air quality, reduce road congestion, boost traffic safety, and advance California’s extraordinarily large intra-state freight movement system.

After concluding Valley wide efforts in 2023, Fresno COG initiated site selection for inland ports in the Fresno region. This phase will cover the tasks required for invitation to private investment and completing planning level design for at least two sites within Fresno County. The project can serve as a pilot project and model for the region and state for the future buildout of the other sites along the TradePort system. This phase will conclude by December 2026.

The TradePort California project will:

- Support new job creation and investment growth by fundamentally repositioning the Valley’s economic competitiveness.
- Create a more robust and efficient distribution system with a specific focus on high-value manufacturing, e-commerce, and agriculture sectors.
- Reduce shipping costs for shippers that manage global supply chains through direct intermodal rail service to/from the San Pedro seaports.
- Significantly reduce air pollution and GHG through fewer truck trips from the seaports complex in the Los Angeles region to the Central Valley and the Bay Area.
- Reduce highway road congestion, with a parallel reduction road maintenance and accident-avoidance savings.

The eight SJV MPOs coordinate on other Valleywide goods movement studies as well, such as the San Joaquin Valley I-5/SR-99 Goods Movement Corridor Study and the I5 Freight ZERO Pilot Study, led by Kern COG, which was completed in 2022.





2022 California Statewide Truck Parking Study

The California Statewide Truck Parking Study identified the San Joaquin Valley, including the Fresno region, as a critical freight corridor with significant truck parking demand due to its role in agricultural production, food processing, warehousing, and its location along State Route 99 and connections to Interstate 5. For Fresno, the study suggests that truck parking should be considered a freight infrastructure priority alongside roadway improvements. As freight activity continues to grow throughout the Central Valley, demand for secure, legal truck parking is expected to increase substantially, making investment in truck parking facilities an important component of regional economic development, goods movement efficiency, and roadway safety.

2023 California Freight Mobility Plan

The California Freight Mobility Plan (CFMP) 2023 identifies freight movement as a critical component of the state's economy and emphasizes investments in key freight corridors, logistics hubs, agricultural supply chains, and multimodal transportation systems. Fresno and the broader San Joaquin Valley are directly tied to many of the plan's priorities because they serve as one of California's most important agricultural and freight-producing regions. The CFMP specifically recognizes agriculture goods movement as a statewide freight priority and highlights the importance of maintaining efficient connections between production areas, processing facilities, distribution centers, and national markets. The Fresno region sits at the center of California's agricultural economy and generates substantial truck, rail, and warehouse activity.

Both of the aforementioned plans effectively recognize the San Joaquin Valley (which includes the Fresno region) as one of California's most important freight-producing and freight-moving regions. They support investments in SR 99 freight mobility, truck parking, agricultural goods movement, rail connectivity, clean freight technologies, and air quality improvements, making them highly relevant to Fresno's economic development and transportation planning efforts.

