

SCENARIO A

Address equity and tailor transportation investments to meet the needs of transit-dependent communities. Focuses on conserving agriculture land, encouraging equitable redevelopment, improving air quality and health outcomes, incentivizing complete streets, and focusing on transit coverage.

Land Use	Level of Investment	Transportation	Level of Investment
• Limit growth footprint	●○○○	• Maintain existing streets and roads	●●○○
• Support efficient land uses and livable communities	●●●●	• Enhance operational efficiency and TDM strategies	●○○○
• Encourage equitable redevelopment	●●●○	• Improve bike and pedestrian infrastructure	●●●○
• Provide a range of housing options across different income levels	●●●●	• Provide an efficient, reliable, and safe roadway system for movement of goods	●○○○
• Conserve resource land	●●●○	• Improve transit and shared mobility	●●●○
Other / Co-Benefits		• Innovate and modernize travel and infrastructure	●●●○
• Encourage shifts away from SOV	●○○○	• Improve traffic safety	●●○○
• Increase climate resiliency	●●●○	• Improve intra-modal accessibility and connectivity	●●●●
• Improve air quality	●●●○	• Improve transportation equity	●●●●
• Support work-from-home	●●●○	• Decrease congestion	●○○○
• Improve economic, environmental, and public health outcomes for disadvantaged communities	●●●●		

SCENARIO B

Low-sprawl scenario that supports higher densities in urban centers to complement high-quality transit investments. Focuses on providing mobility choices, supporting higher densities and efficient land uses, limiting growth footprint, and optimizing transit productivity through transit-oriented development.

Land Use	Level of Investment	Transportation	Level of Investment
• Limit growth footprint	●●●●	• Maintain existing streets and roads	●●○○
• Support efficient land uses and livable communities	●●●○	• Enhance operational efficiency and TDM strategies	●●●○
• Encourage equitable redevelopment	●●●○	• Improve bike and pedestrian infrastructure	●●●○
• Provide a range of housing options across different income levels	●○○○	• Provide an efficient, reliable, and safe roadway system for movement of goods	●○○○
• Conserve resource land	●●●○	• Improve transit and shared mobility	●●●●
Other / Co-Benefits		• Innovate and modernize travel and infrastructure	●●●○
• Encourage shifts away from SOV	●●●●	• Improve traffic safety	●●○○
• Increase climate resiliency	●●●○	• Improve intra-modal accessibility and connectivity	●●●●
• Improve air quality	●●●○	• Improve transportation equity	●●●○
• Support work-from-home	●○○○	• Decrease congestion	●○○○
• Improve economic, environmental, and public health outcomes for disadvantaged communities	●●●○		

●○○ Limited investment ●●○ Moderate investment ●●● Priority investment

SCENARIO C

Envisions a future with clean air and climate resiliency, while promoting cleaner forms of transportation. Priority investments include limiting growth footprints, conserving resource land, and promoting alternative modes of transportation.

Land Use	Level of Investment	Transportation	Level of Investment
• Limit growth footprint	●●●	• Maintain existing streets and roads	●●○
• Support efficient land uses and livable communities	●●○	• Enhance operational efficiency and TDM strategies	●○○
• Encourage equitable redevelopment	●●○	• Improve bike and pedestrian infrastructure	●●○
• Provide a range of housing options across different income levels	●○○	• Provide an efficient, reliable, and safe roadway system for movement of goods	●○○
• Conserve resource land	●●●	• Improve transit and shared mobility	●●○
Other / Co-Benefits		• Innovate and modernize travel and infrastructure	●●●
• Encourage shifts away from SOV	●●○	• Improve traffic safety	●○○
• Increase climate resiliency	●●●	• Improve intra-modal accessibility and connectivity	●●○
• Improve air quality	●●●	• Improve transportation equity	●●○
• Support work-from-home	●●○	• Decrease congestion	●○○
• Improve economic, environmental, and public health outcomes for disadvantaged communities	●●○		

SCENARIO D

The strategies in this scenario seek to reflect the prioritized values from the Fresno COG public survey, which include priority investments in clean air, conservation, safety, road maintenance, livable communities, and active transportation infrastructure.

Land Use	Level of Investment	Transportation	Level of Investment
• Limit growth footprint	●●○	• Maintain existing streets and roads	●●●
• Support efficient land uses and livable communities	●●●	• Enhance operational efficiency and TDM strategies	●○○
• Encourage equitable redevelopment	●●○	• Improve bike and pedestrian infrastructure	●●●
• Provide a range of housing options across different income levels	●○○	• Provide an efficient, reliable, and safe roadway system for movement of goods	●●○
• Conserve resource land	●●●	• Improve transit and shared mobility	●●○
Other / Co-Benefits		• Innovate and modernize travel and infrastructure	●○○
• Encourage shifts away from SOV	●●○	• Improve traffic safety	●●●
• Increase climate resiliency	●●○	• Improve intra-modal accessibility and connectivity	●○○
• Improve air quality	●●●	• Improve transportation equity	●○○
• Support work-from-home	●○○	• Decrease congestion	●●○
• Improve economic, environmental, and public health outcomes for disadvantaged communities	●●○		

●○○ Limited investment ●●○ Moderate investment ●●● Priority investment

SCENARIO E

Emphasis on land-use policies to encourage sustainable and equitable growth. Includes priority investments in strategies that encourage livable communities, affordable housing, and equitable redevelopment.

Land Use	Level of Investment	Transportation	Level of Investment
• Limit growth footprint	●●○	• Maintain existing streets and roads	●●○
• Support efficient land uses and livable communities	●●●	• Enhance operational efficiency and TDM strategies	●○○
• Encourage equitable redevelopment	●●●	• Improve bike and pedestrian infrastructure	●●○
• Provide a range of housing options across different income levels	●●●	• Provide an efficient, reliable, and safe roadway system for movement of goods	●○○
• Conserve resource land	●●○	• Improve transit and shared mobility	●●○
Other / Co-Benefits		• Innovate and modernize travel and infrastructure	●●○
• Encourage shifts away from SOV	●●○	• Improve traffic safety	●●○
• Increase climate resiliency	●●○	• Improve intra-modal accessibility and connectivity	●●○
• Improve air quality	●●○	• Improve transportation equity	●●○
• Support work-from-home	●●○	• Decrease congestion	●○○
• Improve economic, environmental, and public health outcomes for disadvantaged communities	●●○		