Fresno Council of Governments

2026 Regional Transportation Plan (RTP) Sustainable Communities Strategy (SCS) Preferred Scenario Selection

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1. Revenue Projections
2. Call for Projects
3. SCS Scenarios
4. Performance Indicators
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2026 RTP Future Revenue Projections

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- **Why Are Revenue Projections Essential?**
- **Our Targeted Revenues – Sources**
- **Aligning Revenues with Constrained Projects**
- **2026 RTP Federal, State, & Local Revenue Projections**

Why Are Revenue Projections Essential?

Ensure	Help	Enable	Support	Satisfy
Ensure fiscal constraint – projected costs must not exceed expected revenues	Help prioritize projects within budget and timeline limits	Enable long-term (20+ year) planning aligned with economic and demographic trends	Support informed decisions for local and state policymakers	Satisfy federal and state legal requirements for funding transparency

Our Targeted Revenues – Sources

Revenue Sources:

Federal funds, State funds, and Local Funds

Award Type:

Formula funding and Competitive Funding Sources

Funding Mode Types:

Not all funding sources can be applied to all project modes

Measure C:

Expected renewal by 2027, extends local sales tax revenue

TOTAL ANTICIPATED ALLOCATION:

$1,957,045,222

2026 - 2049

RTP FEDERAL FUNDING

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FEDERAL FUNDING

Fund Name	Mode	Award Type	Base (2026)	Midpoint (2037)	Final (2049)
Active Transportation Program (ATP) – Regional	Bicycle/ Ped.	Formula	$2,456,955	$34,854,986	$84,549,862
ATP – Statewide Awards	Bicycle/ Ped.	Competitive	$3,192,428	$45,307,033	$109,904,027
BUILD Grants Program	Capacity Projects	Competitive	$4,224,109	$59,949,680	$145,421,163
Congestion Mitigation and Air Quality Improvement (CMAQ)	Mixed-Use	Formula	$16,269,771	$230,901,071	$560,110,787
FTA 5307 (Urbanized)	Transit	Formula	$12,561,520	$178,273,463	$432,448,794

FEDERAL FUNDING CONT.

Fund Name	Mode	Award Type	Base (2026)	Midpoint (2037)	Final (2049)
FTA 5310 – Enhanced Mobility	Transit	Formula	$720,981	$10,232,184	$24,820,831
Highway Safety Improvement Program (HSIP)	Mixed-Use	Competitive	$1,291,531	$17,322,130	$39,290,778
Infrastructure for Rebuilding America (INFRA)	Capacity Projects	Competitive	$750,000	$10,644,022	$25,819,853
Surface Transportation Block Grant (STBG)	Mixed-Use	Formula	$15,531,047	$220,417,078	$534,679,127
TOTAL			**$56,997,342**	**$807,900,647**	**$1,957,045,222**

TOTAL ANTICIPATED ALLOCATION:

$4,109,488,957

2026 - 2049

RTP STATE FUNDING

FRESNO Council of Governments

STATE FUNDING

Fund Name	Mode	Award Type	Base (2026)	Midpoint (2037)	Final (2049)
Intercity Rail Capital Program (TIRCP)	Transit	Competitive	$14,616,700	$207,440,638	$503,201,387
Interregional Transport. Improv. Program (ITIP)	Mixed-Use	Competitive	$1,210,000	$16,229,629	$36,810,454
Local Partnership Program (LPP)	Mixed-Use	Formula	$2,020,000	$28,667,900	$69,541,470
Loc. Part. Program (LPP) Competitive	Mixed-Use	Competitive	$777,000	$11,027,207	$26,749,367
Article 3, LTF – Bike/Ped Shares	Bicycle/ Ped.	Formula	$1,176,387	$16,695,319	$40,498,852

STATE FUNDING CONT.

Fund Name	Mode	Award Type	Base (2026)	Midpoint (2037)	Final (2049)
SB125 Approved	Transit	Formula	$54,530,648	$54,530,648	$54,530,648
Section 190 Grade Separation Program	Maint./ Operations	Competitive	$138,010	$1,958,642	$4,751,197
Solutions for Congested Corridors (SCCP)	Mixed-Use	Competitive	$189,426	$2,688,339	$6,521,269
State Highway Operations and Protection Program (SHOPP)	Maint./ Operations	Competitive	$70,327,750	$998,093,507	$2,421,136,191

STATE FUNDING CONT.

Fund Name	Mode	Award Type	Base (2026)	Midpoint (2037)	Final (2049)
State Transit Assistance (STA)	Transit	Formula	$10,341,764	$146,770,620	$356,030,430
State Transportation Improvement Program (STIP Regional)	Mixed-Use	Competitive	$16,670,000	$236,581,133	$573,889,258
Trade Corridor Enhancement Program (TCEP/SB-1 Competitive)	Capacity Projects	Competitive	$520,298	$6,978,283	$15,828,434
TOTAL			**$172,517,983**	**$1,727,660,865**	**$4,109,488,957**

TOTAL ANTICIPATED ALLOCATION:

$3,900,255,879

2026 - 2049

RTP LOCAL FUNDING

FRESNO Council of Governments

LOCAL FUNDING

Fund Name	Mode	Award Type	Base (2026)	Midpoint (2037)	Final (2049)
Fresno County Local Sales Tax (Current Shares, 2007 Extension)	Mixed-Use	Formula	$112,760,872	$112,760,872	$112,760,872
Fresno County Local Sales Tax (Combined Usage, 2027 Future Extension Shares)	Mixed-Use	Formula	$0	$1,494,765,849	$3,787,495,007
TOTAL			**$112,760,872**	**$1,607,526,721**	**$3,900,255,879**

Call for Projects Submittal (By Project Type)

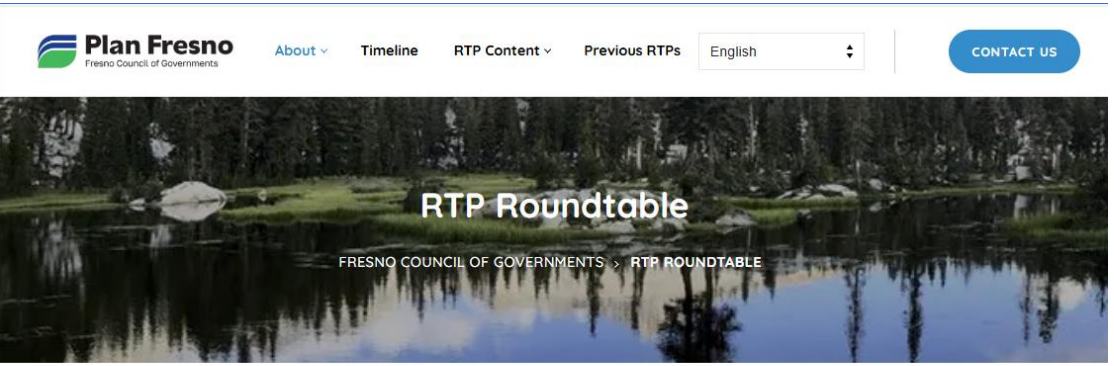
Project Type	Project Counts	Sum of Estimated Cost
Bike & Ped	737	802,251,000
Other	13	52,805,000
Streets & Roads - Capacity Increasing	295	2,498,266,000
Streets & Roads-Maintenance	1169	1,596,273,000
Streets & Roads-Operations	461	1,828,368,000
Transit	152	3,134,223,000
Grand Total	**2827**	**9,912,186,000**

Call for Projects Submittal (By Jurisdiction)

Agency/Jurisdiction	Project Counts	Sum of Estimated Cost
Caltrans	42	$1,292,930,000
Clovis Transit	33	$291,900,000
Clovis, City of	502	$1,290,517,000
Coalinga, City of	57	$52,958,000
Firebaugh, City of	35	$30,791,000
Fowler, City of	37	$84,320,000
Fresno Area Express (FAX)	88	$2,278,975,000
Fresno County	858	$1,362,163,000
Fresno County Rural Transit Agency	10	$463,700,000
Fresno, City of	419	$1,479,999,000
Huron, City of	23	$26,343,000
Kerman, City of	149	$337,872,000
Kingsburg, City of	130	$275,255,000
Mendota, City of	28	$28,037,000
Orange Cove, City of	60	$48,357,000
Parlier, City of	61	$79,780,000
Reedley, City of	53	$113,572,000
San Joaquin, City of	53	$73,305,000
Sanger, City of	100	$97,491,000
Selma, City of	89	$203,921,000
Grand Total	2827	$9,912,186,000

RTP Projects Dashboard

- [RTP Roundtable – Fresno Council of Governments]
- https://www.planfresno.com/rpt-roundtable/



RTP Roundtable

The RTP Roundtable supports Fresno COG staff and the COG's standing committees and Policy Board during Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS) development. Roundtable members meet monthly on the fourth Wednesday of the month at 2 pm during an RTP Update process to provide expertise and generate consensus on RTP issues while acting in an advisory capacity to the Fresno COG Policy Board. The Roundtable has 40 positions for local agency representation, education, energy, environmental justice and public-at-large representation to name a few.

2026 RTP Roundtable Listing – pdf file

2026 RTP Projects Map – Draft

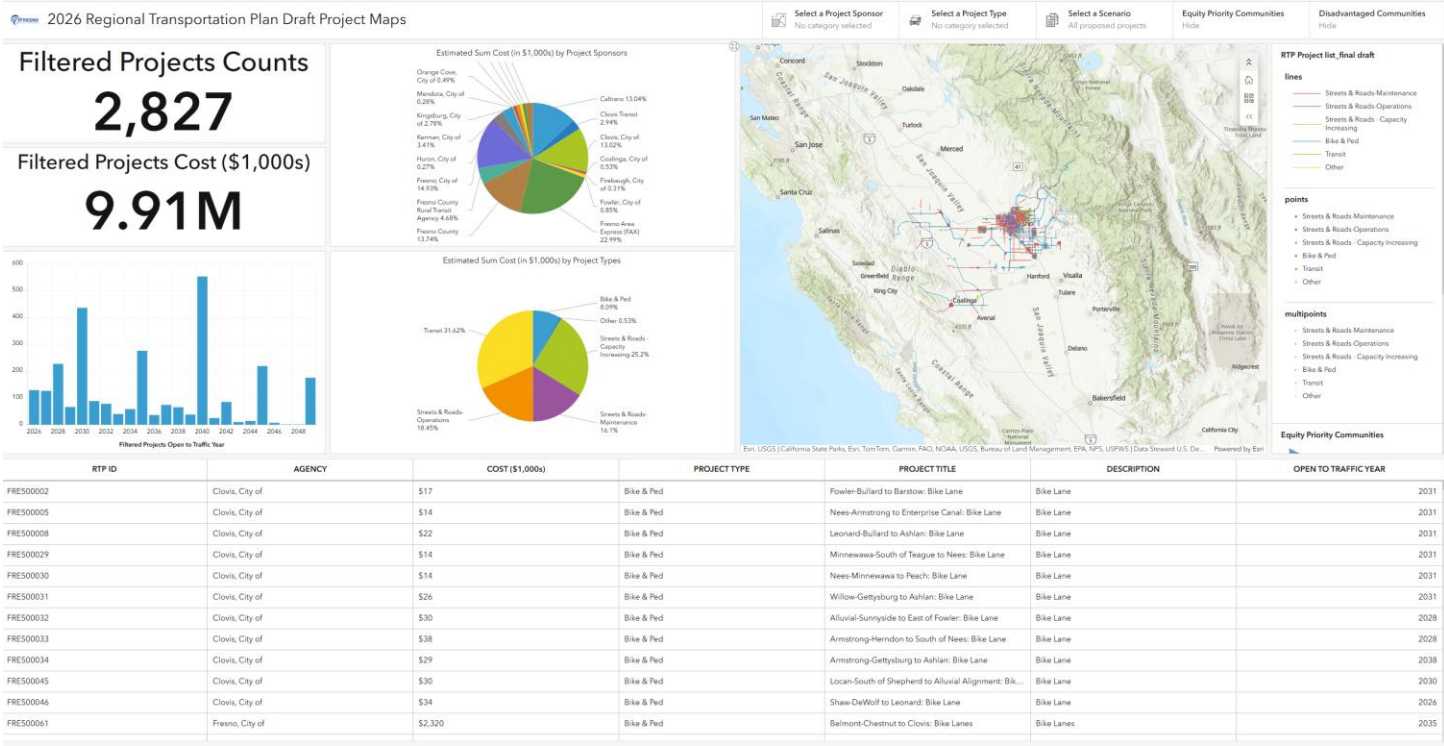
Meeting Agendas

The Roundtable will not meet in December 2024. Meetings will resume in January 2025 and continue to meet monthly on the fourth Wednesday of the month through Spring of 2026. Meetings are open to the public.

RTP Roundtable Agendas

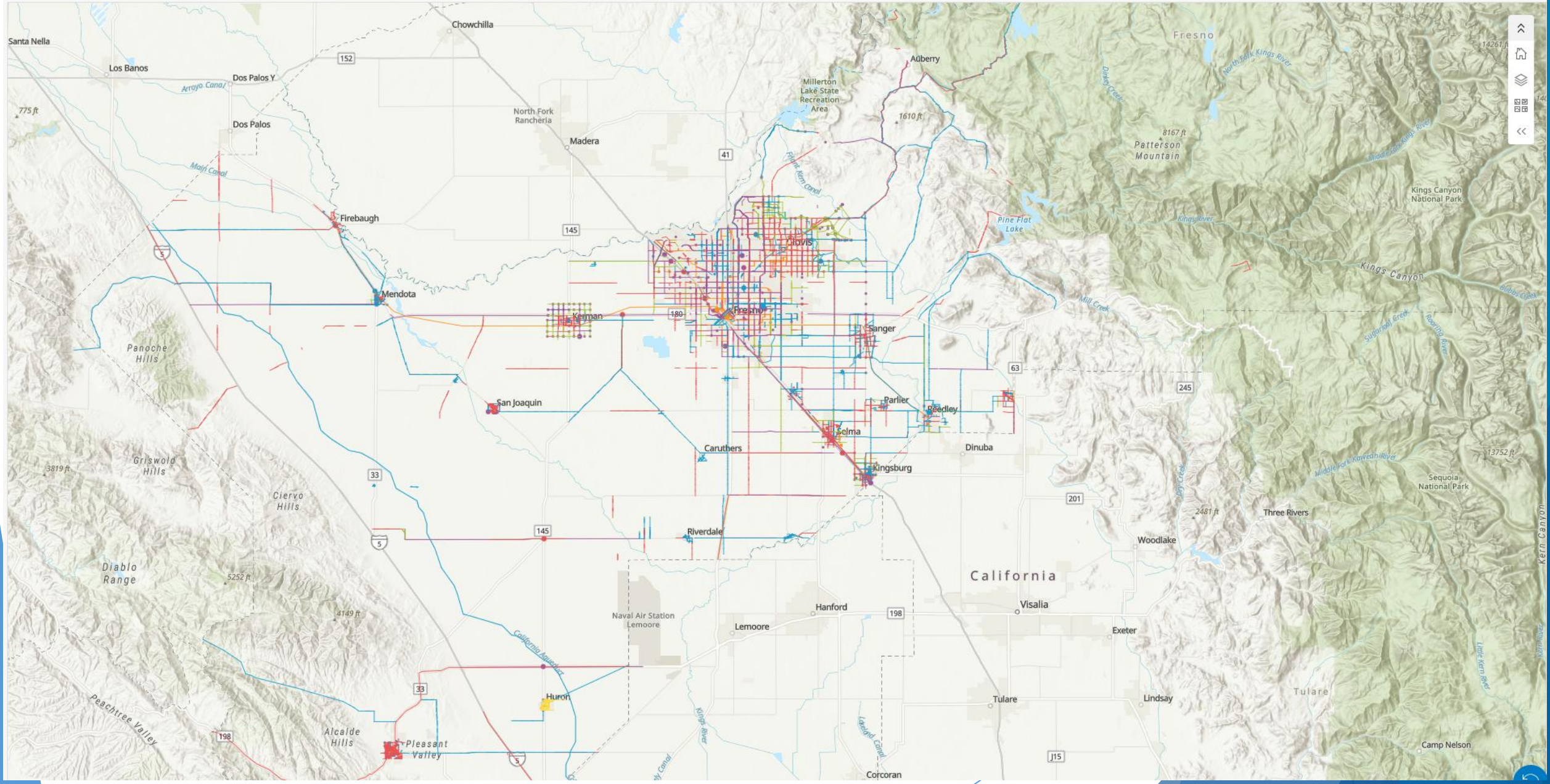
Past Meeting Materials

- June 26, 2024 Kick-off meeting
- July 27, 2024
- August 28, 2024
- September 25, 2024
- October 23, 2024
- November 20, 2024
- January 22, 2025
- February 26, 2025



2026 Regional Transportation Plan Draft Project Maps

Select a Project Sponsor	Select a Project Type	Select a Scenario	Equity Priority Communities	Disadvantaged Communities
Caltrans, Clovis Tra... 20	No category selected	All proposed projects	Hide	Hide



Scenario A

Focus: Connectivity and Mobility

This scenario supports connectivity and community access through capacity enhancements while maintaining growth pattern.

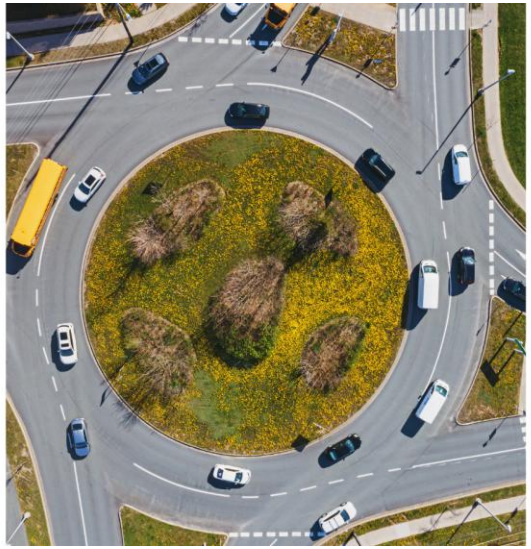
Strategies/priorities:

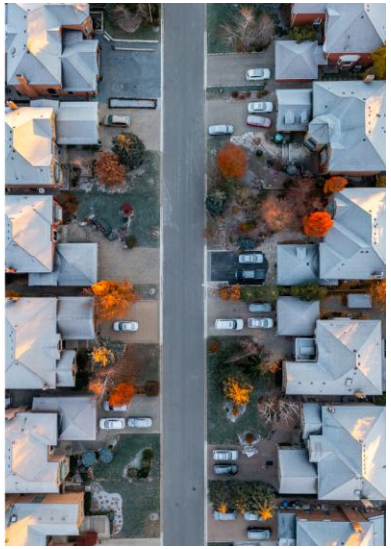
- Highest investment in road capacity and maintenance
- Strong funding for operations
- Variety of housing options
- Growth across centers and suburbs
- Maintain current development trend

Scenario B

Focus: Resilient Roadways

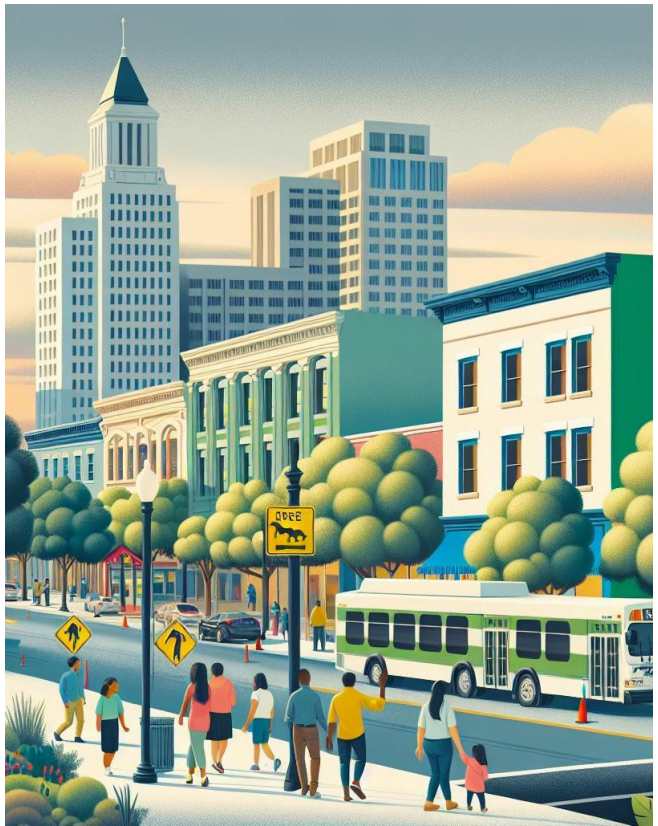
This scenario focuses on maintaining and operating existing roads, with some capacity improvements. Pairs this with maintaining urban density and some redevelopment.





Strategies/priorities:

- Highest investment in maintenance and operation
- Strong funding in capacity increasing
- Consider redevelopment and efficient land use
- Growth distributed from centers to suburbs



Scenario C

Focus: Enhanced Transit & Smart growth

This scenario combines efficient mobility with smart, sustainable urban growth focused on existing centers and established areas.

Strategies/priorities:

- More focus on transit system
- Highest investment in road maintenance
- Moderate investment in operations
- Support higher density growth with mixed-use development
- More growth in centers and established areas
- Consider preservation of resource land

Scenario D

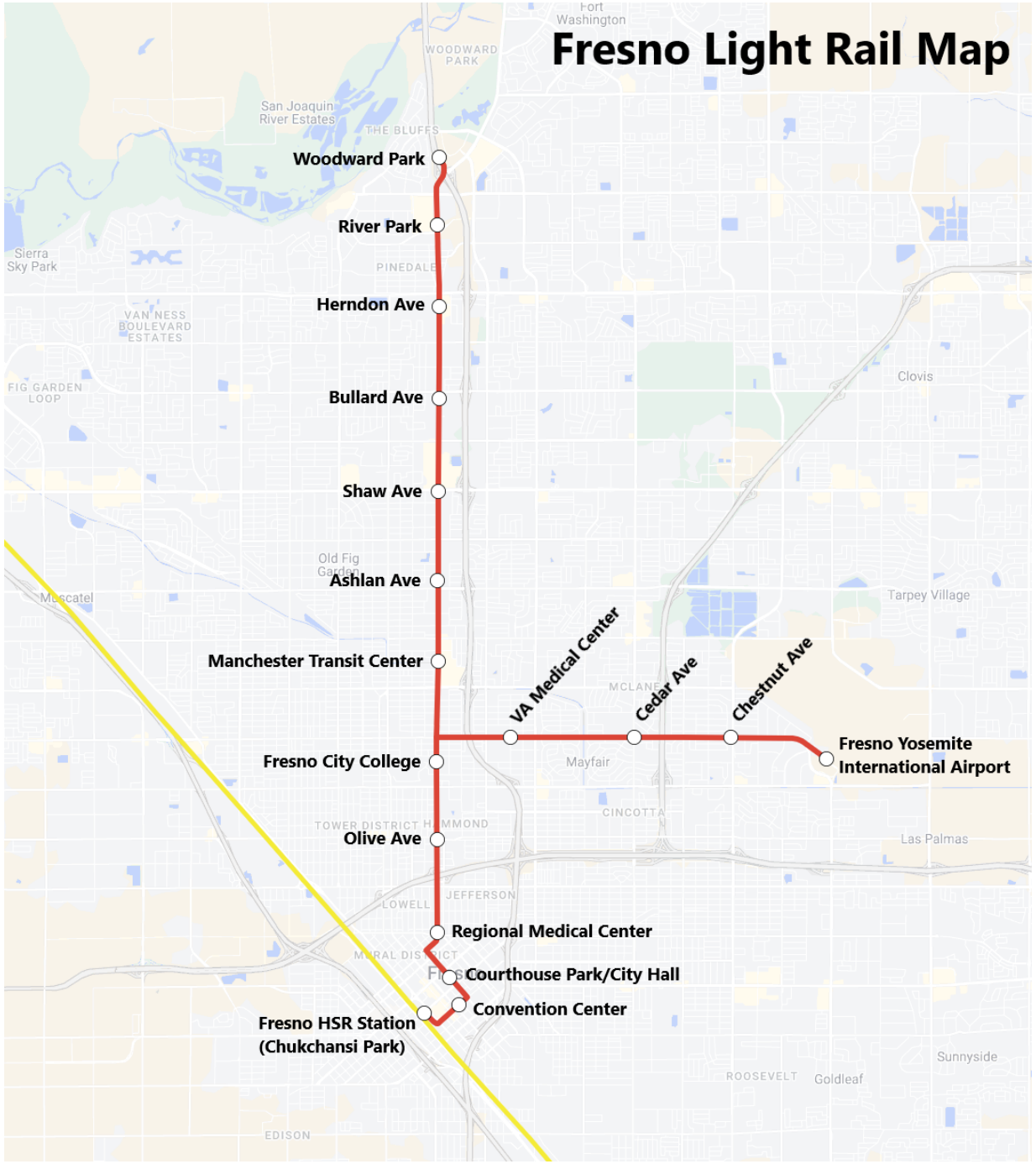
Focus: Urban Rail & Transit-Oriented Growth

This scenario links activity centers to high-speed rail station and airport with light rail, targeting growth along transit corridors and infill areas.

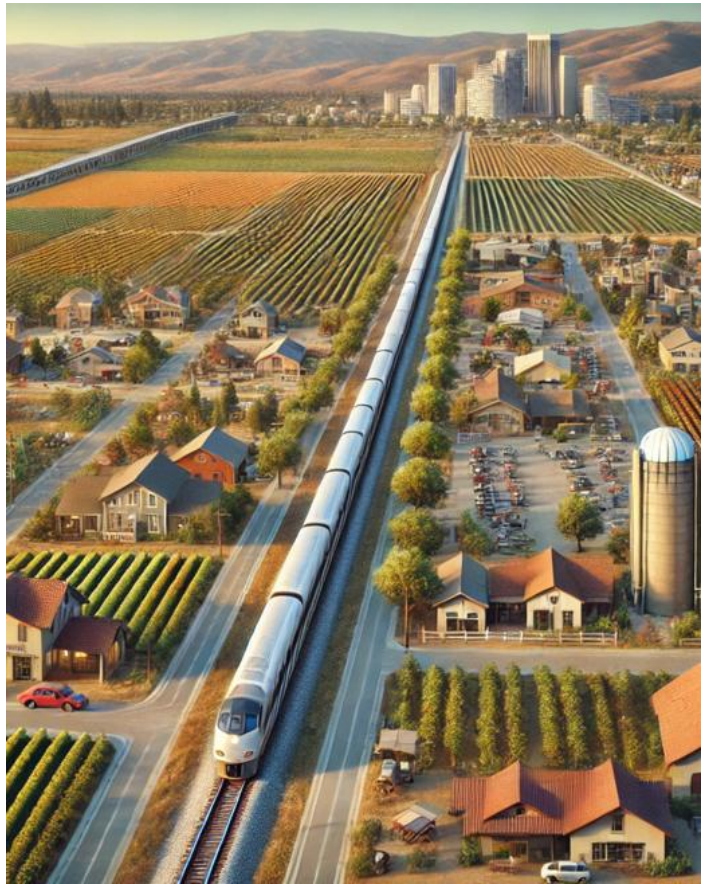
Strategies/priorities:

- Significant investment in transit improvements
- Strong investment in maintenance
- Introduce light rail connecting major corridors and centers
- Prioritize transit-oriented development and efficient land uses
- Promote redevelopment for densification

Fresno Light Rail Map



Scenario E



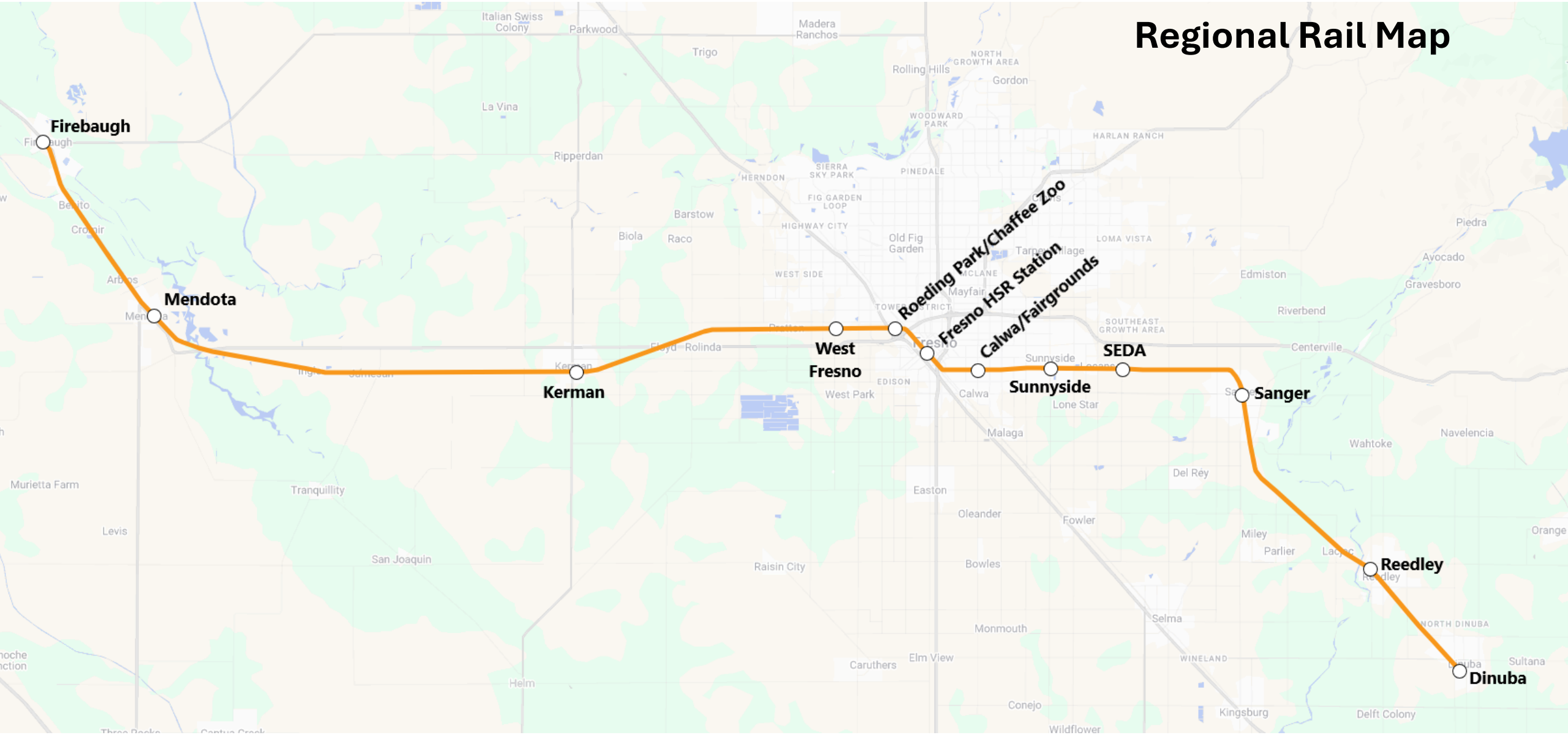
Focus: Regional Rail & Connected Communities

This scenario connects cities with commuter rail encouraging infill development and strong regional connectivity.

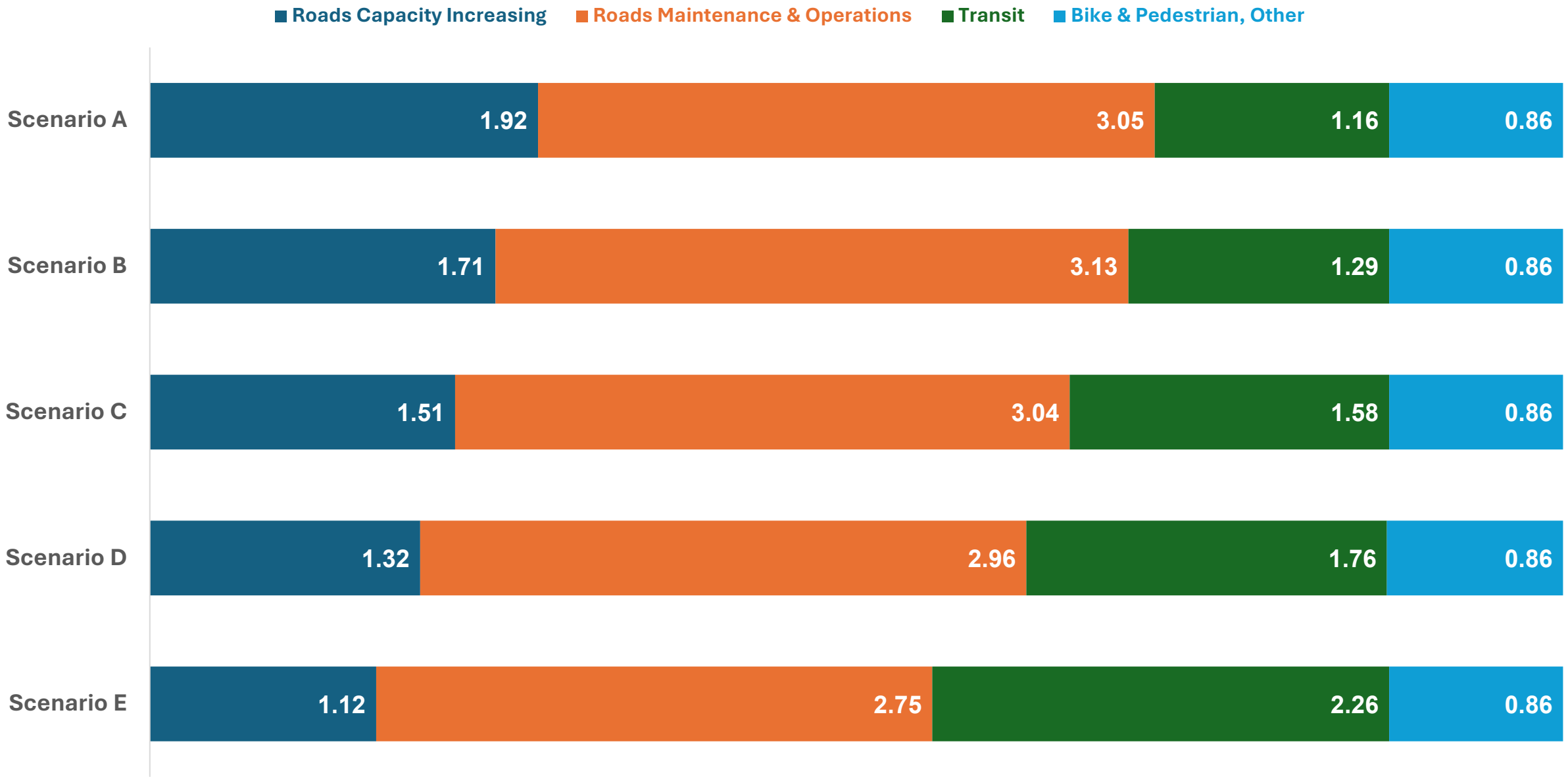
Strategies/priorities:

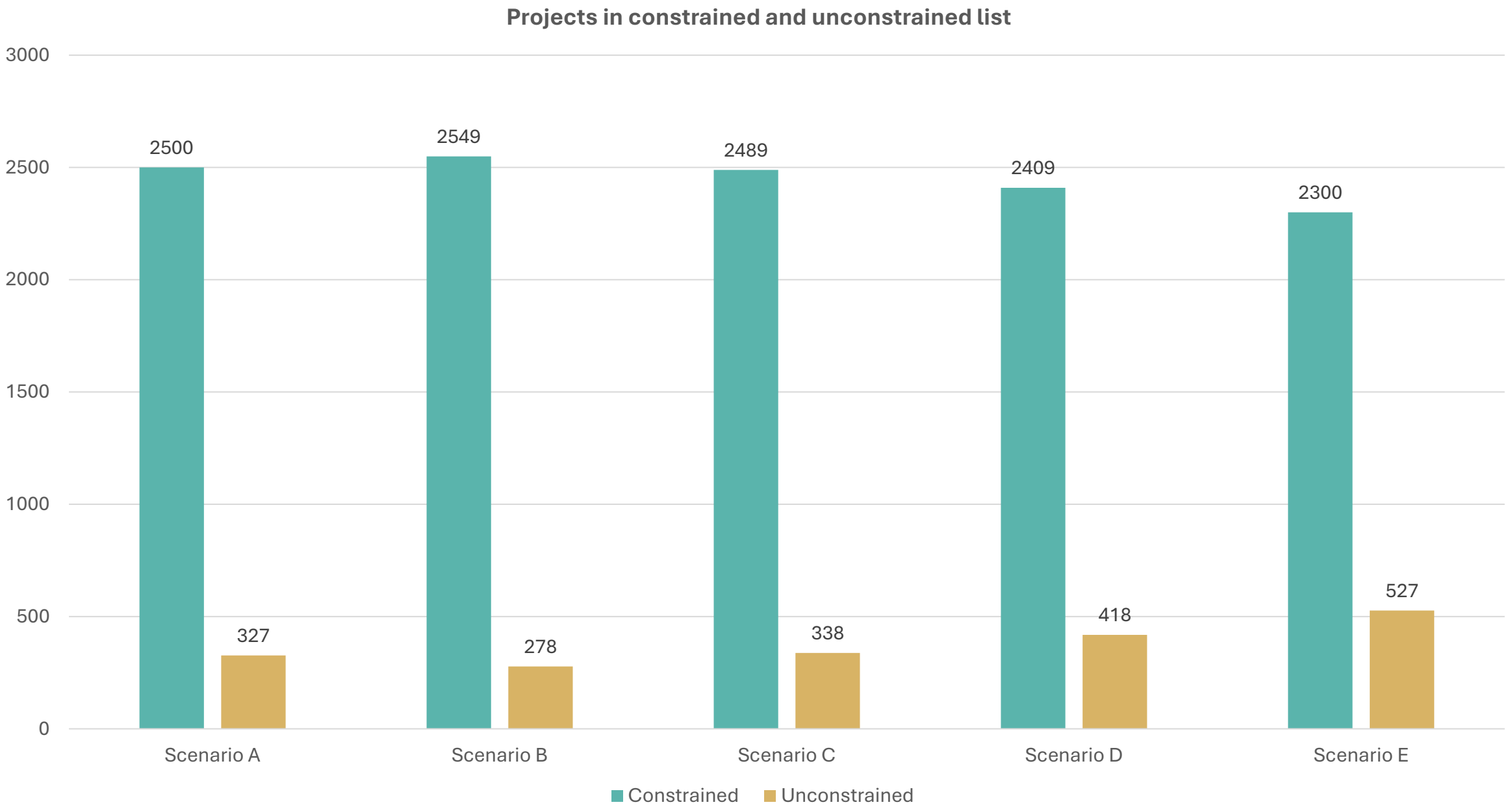
- Highest investment in transit
- Least focus on road capacity expansion
- Dense core growth by maximizing infill development
- High density transit-oriented development

Regional Rail Map



Cost of Projects in Constrained List by Scenario(In Billions USD $)




Projects in constrained and unconstrained list
3000
2500
2000
1500
1000
500
0
2500
327
2549
278
2489
338
2409
418
2300
527
Scenario A
Scenario B
Scenario C
Scenario D
Scenario E
Constrained
Unconstrained

Performance Indicators

- **Public Health**

Measures the health benefits that come from preventing accidents, diseases, and people walking/biking in Fresno County region. It is calculated relative to 2022 RTP/SCS scenario.

- **Clean Air**

Measures the amount of pollution being put into the atmosphere from vehicle travel. Pollutants included in this analysis are PM10, PM2.5, and NOx. It is compared against 2022 RTP/SCS scenario and shown in % change.

- **Access to Destination**

Measures the average trip time (minutes) from home to any destination during morning peak hours. It is based on the travel demand model trip assignment results.

Performance Indicators

- ***Access to Destination in Disadvantaged Communities*** *Average trip time in minutes from home to any destination during morning peak hours for the people living in the disadvantaged communities*

- ***Agricultural Land Consumption***

Measures the acres of farmland projected to be converted into new residential and commercial development

- ***Active Transportation Index***

Measures the total number of bike/walk trips in the Fresno County. It comes from mode share of the transportation model. It depends on the land-use distribution along with the active transportation infrastructures throughout the County. It is expressed relative to Scenario A.

Performance Indicators

- ***Quality Roads***

Measures the total lane miles of road maintenance projects, open to traffic by 2035. The project includes repaired, repaved, rebuilt, or otherwise maintained throughout the County.

- ***Miles Driven***

Amount of travel for a typical day in Fresno County. It comes from the travel demand model and measured by VMT per capita.

Performance Indicators

- ***GHG Reduction***

Measures the average person's carbon emissions due to vehicular travel. It is measured against 2005 levels and must meet the 13% target in 2035 set by CARB.

- ***Compact Urban Form***

Measures the land-use efficiency and combines multiple variables in relation to transit, development, and mixed land-use functions.

*The weighted composite index = 30% * Residential Density*
*+ 25% * Employment Density*
*+ 20% * TOD development rate*
*+ 15% * Mixed-Use development*
*+ 10% * Infill development rate*

- ***Financial Investment in Disadvantaged Communities***

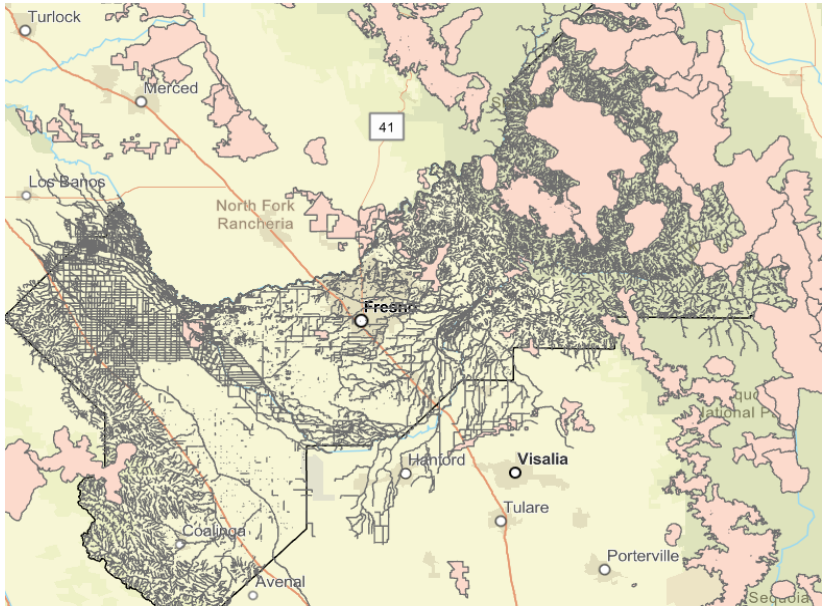
Measures the financially constrained project cost by scenarios that are located in the Disadvantaged Communities and open to traffic by 2035. For projects not fully located in Disadvantaged communities, the investment is calculated by the share of length or area within Disadvantaged communities.

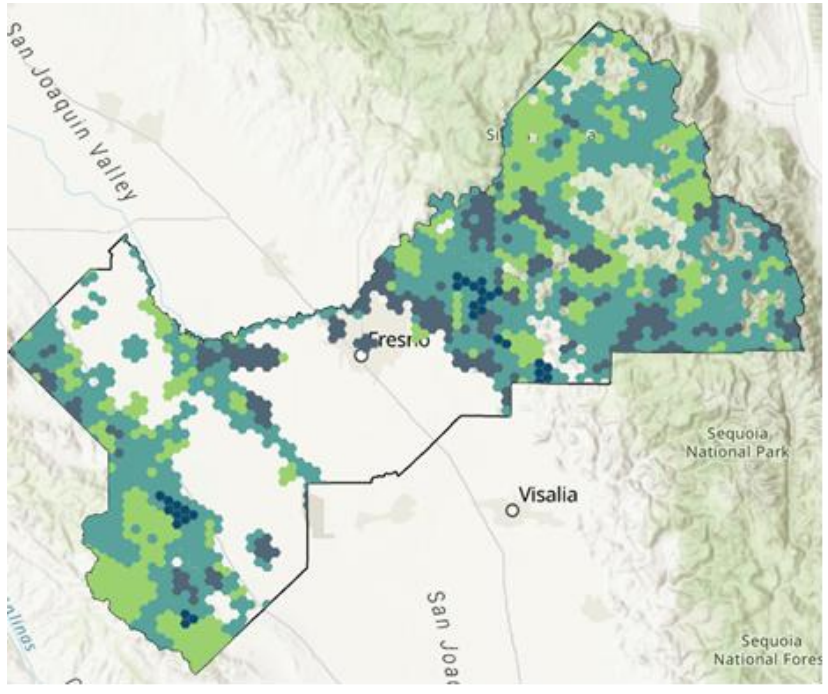
Performance Indicators

- ***Critical Environmental Resources***

i. <u>Protecting the Critical Habitats and Wetlands</u> - This indicator shows the predicted land consumption of Critical Habitats and Wetlands identified by the U.S. Fish and Wildlife Service. It is based on FCOG's land use model, regional growth projection, and land use strategy of each scenario. As an SCS indicator, it measures the land consumption in acres of critical habitats and wetland by 2035.

ii. <u>Areas of Conservation</u> - In addition to the indicator above, based on the SCS subcommittee suggestion and consultation with California Department of Fish and Wildlife (CDFW), FCOG staff included the Areas of Conservation Emphasis (ACE) dataset in land use consumption analysis. ACE is a spatial dataset developed by CDFW for conservation planning purposes with information of biodiversity, habitat connectivity, and climate change resiliency.





Performance Indicators Results

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

DAC – Disadvantaged Communities

Next Steps

- Once a preferred scenario is approved by the Policy Board, staff will direct the EIR team to begin their analysis of the preferred scenario for NEPA/CEQA compliance.
- Staff anticipates the draft RTP/SCS/EIR will be released in May for public review.
- Final approval of the 2026 RTP/SCS is scheduled for August.

2026 SCS Scenario Selection

Policy Board Approval

***Action**: Staff, SCS Subcommittee, RTP Roundtable, TTC, and PAC recommend the Fresno COG Policy Board approve Scenario C as the preferred scenario for the 2026 RTP/SCS based on the overall performance indicators results reflecting a balanced, efficient, and sustainable growth thereby achieving the maximum GHG reduction*