

# Sustainable Communities Strategy Evaluation

On July 28, 2022, the Fresno Council of Governments (FCOG), which serves as the metropolitan planning organization (MPO) for the Fresno region, adopted its 2022 Regional Transportation Plan/Sustainable Communities Strategy (2022 SCS). On September 28, 2023, the FCOG Board approved revisions to the quantification methodology and strategies used to achieve the region's greenhouse gas (GHG) emission reduction target. The 2022 SCS is available on FCOG's [planning website](#). FCOG provided a complete submittal of the 2022 SCS for the California Air Resources Board (CARB) staff's review on October 25, 2023. The region's per capita greenhouse gas (GHG) emission reduction targets are 6% in 2020 and 13% in 2035, compared to 2005 levels, as adopted by CARB in 2018.

## I. Determination

CARB staff's determination to accept or reject FCOG's determination that the SCS achieves the 2035 GHG target evaluates the SCS as if all assumptions and strategies are fully implemented in 2035. Based on a review of all available evidence and in consideration of CARB staff's [2019 Final Sustainable Communities Strategy Program and Evaluation Guidelines](#) (SCS Evaluation Guidelines), CARB staff accepts that FCOG's 2022 SCS demonstrates that the region would meet its 2035 target if fully implemented. CARB staff's evaluation finds that FCOG determined that its 2020 GHG emission reduction target was met in 2020, but did not include a determination of whether it continues to achieve the 2020 GHG emission reduction target.

### A. Accept that the SCS would, if implemented, achieve the 2035 GHG emission reduction target

Under California Government Code section 65080, subdivision (b)(2)(J)(ii), FCOG's determination that the SCS adopted by the FCOG Board on September 28, 2023, would, if fully implemented, achieve the applicable GHG emission reduction target for automobiles and light trucks of 13% per capita reduction by 2035, relative to 2005 levels, as established by CARB for the region is hereby accepted.

Executed at Sacramento, California, this 23rd day of December 2025.

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/s/

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## B. Evaluation Overview and Strategies Summary

As outlined in CARB's SCS Evaluation Guidelines, staff considered the following key policy questions in determining whether to accept FCOG's determination that the SCS achieves the 2035 GHG target if all assumptions and strategies are fully implemented.

1. Does the data provided by FCOG support the 2022 SCS's stated GHG and vehicle miles traveled (VMT) reductions?
2. Are there supportive key actions for the SCS strategies?
3. Do the investments support the GHG emissions reductions or key actions?
4. What are the implementation challenges, and what actions are being taken to be on track to achieve the 2035 target?

A summary of the SCS strategies is below.

### **Land Use and Housing:**

- Infill, compact development, transit-oriented development, mixed-use
- Accessory dwelling units
- Growth in low-VMT areas and areas with higher access to walking, biking, and transit options

### **Transportation:**

- New transit capital projects
- Bike projects
- Pedestrian infrastructure improvements
- Operational improvements, intelligent transportation systems
- Carpool
- Telework
- Agricultural worker vanpools
- Employer-based trip reduction programs (Rule 9410)

### **Electric Vehicle and New Mobility:**

- Electric vehicle charging infrastructure
- Carsharing

CARB staff accepts that FCOG's 2022 SCS demonstrates that the region would meet its 2035 target if fully implemented. CARB staff also note that the 2022 SCS is not likely to be fully implemented, and the region will not achieve the GHG reduction target by 2035 without additional actions to support implementation by local, regional, and state partners. CARB's [\*2022 SB 150 Progress Report\*](#) provides more detail on statewide barriers to implementation and actions needed. CARB is developing improvements to how greenhouse gas emissions are evaluated for future Round 5 SCSs. We will coordinate with all MPOs on these changes.