# CONFORMITY ANALYSIS FOR THE 2019 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM AND 2018 REGIONAL TRANSPORTATION PLAN

JULY 26, 2018

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This report was funded in part through grant(s) from the Federal Highway Administration and Federal Transit Administration, U. S. Department of Transportation. The views and opinions of the Fresno Council of Governments expressed herein do not necessarily state or reflect those of the U.S. Department of Transportation

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# EXECUTIVE SUMMARY

This report presents the Conformity Analysis for the 2019 Federal Transportation Improvement Program (2019 FTIP) and 2018 Regional Transportation Plan (2018 RTP). Fresno Council of Governments is the designated Metropolitan Planning Organization (MPO) in Fresno, California, and is responsible for regional transportation planning.

The Clean Air Act Section 176(c) (42 U.S.C. 7506(c)) and U.S. Environmental Protection Agency (EPA) transportation conformity regulations (40 CFR 93 Subpart A) require that each new RTP and TIP be demonstrated to conform to the State Implementation Plan (SIP) before the RTP and TIP are approved by the MPO or accepted by the U.S. Department of Transportation (DOT). This analysis demonstrates that the criteria specified in the transportation conformity regulations for a conformity determination are satisfied by the 2019 FTIP and the 2018 RTP; a finding of conformity is therefore supported. The 2019 FTIP, 2018 RTP and the corresponding conformity analysis were approved by the Fresno Council of Governments Policy Board on July 26, 2018. Federal approval is anticipated on or before December 31, 2018. FHWA/FTA last issued a finding of conformity for the 2017 FTIP and the 2014 RTP as amended if applicable, on December 16, 2016.

The 2019 FTIP and the 2018 RTP have been financially constrained in accordance with the requirements of 40 CFR 93.108 and consistent with the U.S. DOT metropolitan planning regulations (23 CFR Part 450). A discussion of financial constraint and funding sources is included in the appropriate documents.

The applicable Federal criteria or requirements for conformity determinations, the conformity tests applied, the results of the conformity assessment, and an overview of the organization of this report are summarized below.

## CONFORMITY REQUIREMENTS

The Federal transportation conformity regulations (40 Code of Federal Regulations Parts 51 and 93) specify criteria and procedures for conformity determinations for transportation plans, programs, and projects and their respective amendments. The Federal transportation conformity regulation was first promulgated in 1993 by the U.S. EPA, following the passage of amendments to the Federal Clean Air Act in 1990. The Federal transportation conformity regulation has been revised several times since its initial release to reflect both EPA rule changes and court opinions. The transportation conformity regulation is summarized in Chapter 1.

The conformity regulation applies nationwide to "all nonattainment and maintenance areas for transportation-related criteria pollutants for which the area is designated nonattainment or has a maintenance plan" (40 CFR 93.102). Currently, the San Joaquin Valley (or portions thereof) is designated as nonattainment with respect to Federal air quality standards for ozone, and particulate matter under 2.5 microns in diameter (PM2.5); and has a maintenance plan for

particulate matter under 10 microns in diameter (PM-10). Therefore, transportation plans and programs for the nonattainment areas for the Fresno County area must satisfy the requirements of the Federal transportation conformity regulation. Note that the urbanized/metropolitan areas of Kern, Fresno, Stanislaus and San Joaquin Counties have attained the CO standard and maintained attainment for 20 years. In accordance with Section 93.102(b)(4), conformity requirements for the CO standard stop applying 20 years after EPA approves an attainment redesignation request or as of June 1, 2018. Therefore, the conformity analysis for the 2019 FTIP and 2018 RTP no longer includes a CO conformity demonstration.

Under the transportation conformity regulation, the principal criteria for a determination of conformity for transportation plans and programs are:

(1) the TIP and RTP must pass an emissions budget test using a budget that has been found to be adequate by EPA for transportation conformity purposes, or an interim emission test;

(2) the latest planning assumptions and emission models specified for use in conformity determinations must be employed;

(3) the TIP and RTP must provide for the timely implementation of transportation control measures (TCMs) specified in the applicable air quality implementation plans; and

(4) interagency and public consultation.

On-going interagency consultation is conducted through the San Joaquin Valley Interagency Consultation Group to ensure Valley-wide coordination, communication and compliance with Federal and California Clean Air Act requirements. Each of the eight Valley MPOs and the San Joaquin Valley Unified Air Pollution Control District (Air District) are represented. The Federal Highway Administration (FHWA), Federal Transit Administration (FTA), the U.S. EPA, the California Air Resources Board (CARB) and Caltrans are also represented on the committee. The final determination of conformity for the TIP and RTP is the responsibility of FHWA, and FTA within the U.S. DOT.

FHWA has developed a Conformity Checklist (included in Appendix A) that contains the required items to complete a conformity determination. Appropriate references to these items are noted on the checklist.

## CONFORMITY TESTS

The conformity tests specified in the Federal transportation conformity regulation are: (1) the emissions budget test, and (2) the interim emission test. For the emissions budget test, predicted emissions for the TIP/RTP must be less than or equal to the motor vehicle emissions budget specified in the approved air quality implementation plan or the emissions budget found to be adequate for transportation conformity purposes. If there is no approved air quality plan for a pollutant for which the region is in nonattainment or no emission budget has been found to be adequate for transportation conformity purposes, the interim emission test applies. Chapter 1 summarizes the applicable air quality implementation plans and conformity tests for ozone, PM-10, and PM2.5.

## RESULTS OF THE CONFORMITY ANALYSIS

A regional emissions analysis was conducted for the years 2018, 2019, 2020, 2021, 2023, 2024, 2027, 2030, 2031, 2035, 2037 and 2042 for each applicable pollutant. All analyses were conducted using the latest planning assumptions and emissions models. The major conclusions of the Fresno Council of Governments Conformity Analysis are:

- For 1997 8-hour ozone[1], the total regional on-road vehicle-related emissions (ROG and NOx) associated with implementation of the 2019 FTIP and the 2018 RTP for all years tested are projected to be less than the approved emissions budgets specified in the *2007 Ozone Plan (as revised in 2015)*. The conformity tests for ozone are therefore satisfied.

- For 2008 8-hour ozone, the total regional on-road vehicle-related emissions (ROG and NOx) associated with implementation of the 2019 FTIP and the 2018 RTP for all years tested are projected to be less than the adequate emissions budgets specified in the *2016 Ozone Plan.* The conformity tests for ozone are therefore satisfied.

- For PM-10, the total regional vehicle-related emissions (PM-10 and NOx) associated with implementation of the 2019 FTIP and the 2018 RTP for all years tested are either (1) projected to be less than the approved emissions budgets, or (2) less than the emission budgets using the approved PM-10 and NOx trading mechanism for transportation conformity purposes from the *2007 PM-10 Maintenance Plan (as revised in 2015)*. The conformity tests for PM-10 are therefore satisfied.

- For the 1997 annual and 24-hour and 2012 annual PM2.5 standards, the total regional on-road vehicle-related emissions associated with implementation of the 2019 FTIP and the 2018 RTP for the analysis years are either (1) projected to be less than the approved emission budgets, or (2) less than the emission budgets using the approved PM2.5 and NOx trading mechanism for transportation conformity purposes from the *2008 PM2.5 Plan (as revised in 2011)*. The conformity tests for PM2.5 for the 1997 and 2012 standards are therefore satisfied.

- For the 2006 24-hour PM2.5 standard, the total regional on-road vehicle-related emissions associated with implementation of the 2019 FTIP and the 2018 RTP for the analysis years are either (1) projected to be less than the approved emission budgets, or (2) less than the emission budgets using the approved PM2.5 and NOx trading mechanism for transportation conformity purposes from the *2012 PM2.5 Plan (as revised in 2015)*. The conformity tests for PM2.5 for the 2006 standard are therefore satisfied.

- The 2019 FTIP and the 2018 RTP will not impede and will support timely implementation of the TCMs that have been adopted as part of applicable air quality implementation plans. The current status of TCM implementation is documented in Chapter 4 of this report. Since the

[1] Note that FHWA/FTA *Interim Guidance on Conformity Requirements for the 1997 Ozone NAAQS* issued on April 23 does not require that areas in non-attainment of the 2008 Ozone Standard address 1997 ozone in their regional conformity analyses at this time. However, the SJV MPOs have voluntarily included 1997 ozone conformity demonstration for the 2018 RTP/2019 TIP to minimize project delivery risk.

local SJV procedures (e.g., Air District Rule 9120 Transportation Conformity) have not been approved by EPA, consultation has been conducted in accordance with Federal requirements.

## REPORT ORGANIZATION

The report is organized into six chapters. Chapter 1 provides an overview of the applicable Federal and State conformity regulations and requirements, air quality implementation plans, and conformity test requirements. Chapter 2 contains a discussion of the latest planning assumptions and transportation modeling. Chapter 3 describes the air quality modeling used to estimate emission factors and mobile source emissions. Chapter 4 contains the documentation required under the Federal transportation conformity regulation for transportation control measures. Chapter 5 provides an overview of the interagency requirements and the general approach to compliance used by the San Joaquin Valley MPOs. The results of the conformity analysis for the TIP/RTP are provided in Chapter 6.

Appendix E includes public hearing documentation conducted on the 2019 FTIP, 2018 RTP and corresponding conformity analysis on April 26, 2018. Comments received on the conformity analysis and responses made as part of the public involvement process are included in Appendix F.

# CHAPTER 1:
# FEDERAL AND STATE REGULATORY REQUIREMENTS

The criteria for determining conformity of transportation programs and plans under the Federal transportation conformity regulation (40 CFR Parts 51 and 93) and the applicable conformity tests for the San Joaquin Valley nonattainment areas are summarized in this section. The Conformity Analyses for and the 2019 FTIP and 2018 RTP were prepared based on these criteria and tests. Presented first is a review of the development of the applicable conformity regulation and guidance procedures, followed by summaries of conformity regulation requirements, air quality designation status, conformity test requirements, and analysis years for the Conformity Analysis.

Fresno Council of Governments is the designated Metropolitan Planning Organization (MPO) for Fresno County in the San Joaquin Valley. As a result of this designation Fresno Council of Governments prepares the TIP, RTP, and associated conformity analyses. The TIP serves as a detailed four year (FY 2018/19 – 2021/22) programming document for the preservation, expansion, and management of the transportation system. The 2018 RTP has a 2042 horizon that provides the long term direction for the continued implementation of the freeway/expressway plan, as well as improvements to arterial streets, transit, and travel demand management programs. The TIP and RTP include capacity enhancements to the freeway/expressway system commensurate with available funding.

## A. FEDERAL AND STATE CONFORMITY REGULATIONS

### CLEAN AIR ACT AMENDMENTS

Section 176(c) of the Clean Air Act (CAA, 1990) requires that Federal agencies and MPOs not approve any transportation plan, program, or project that does not conform to the approved State Implementation Plan (SIP). The 1990 amendments to the Clean Air Act expanded Section 176(c) to more explicitly define conformity to an implementation plan to mean:

> "Conformity to the plan's purpose of eliminating or reducing the severity and number of violations of the national ambient air quality standards and achieving expeditious attainment of such standards; and that such activities will not (i) cause or contribute to any new violation of any standard in any area; (ii) increase the frequency or severity of any existing violation of any standard in any area; or (iii) delay timely attainment of any standard or any required interim emission reductions or other milestones in any area."

Section 176(c) also provides conditions for the approval of transportation plans, programs, and projects, and requirements that the Environmental Protection Agency (EPA) promulgate conformity determination criteria and procedures no later than November 15, 1991.

## FEDERAL RULE

The initial November 15, 1991 deadline for conformity criteria and procedures was partially completed through the issuance of supplemental interim conformity guidance issued on June 7, 1991 for carbon monoxide, ozone, and particulate matter ten microns or less in diameter (PM-10). EPA subsequently promulgated the Conformity Final Rule in the November 24, 1993 *Federal Register* (EPA, 1993). The 1993 Rule became effective on December 27, 1993. The Federal Transportation Conformity Final Rule has been amended several times from 1993 to present. These amendments have addressed a number of items related to conformity lapses, grace periods, and other related issues to streamline the conformity process.

EPA published the Transportation Conformity Rule PM2.5 and PM10 Amendments on March 24, 2010; the rule became effective on April 23, 2010 (EPA, 2010a). This PM amendments final rule amends the conformity regulation to address the 2006 PM2.5 national ambient air quality standard (NAAQS). The final PM amendments rule also addresses hot-spot analyses in PM2.5 and PM10 and carbon monoxide nonattainment and maintenance areas.

On March 14, 2012, EPA published the Transportation Conformity Rule Restructuring Amendments, effective April 13, 2012 (EPA, 2012a). The amendments restructure several sections of the rule so that they apply to any new or revised National Ambient Air Quality Standards. In addition, several clarifications to improve implementation of the rule were finalized.

On March 6, 2015, EPA published *Implementation of the 2008 National Ambient Air Quality Standards for Ozone: State Implementation Plan Requirements* final rule (effective April 6, 2015), which shifted the San Joaquin Valley 2008 Ozone Standard attainment date from December 31, 2032 to July 20, 2032 (EPA, 2015). EPA's March 2015 ozone implementation rule also revoked the 1997 Ozone Standard for transportation conformity purposes. However, on February 16, 2018, the U.S. Court of Appeals ruled against parts of the EPA's 2015 Ozone Implementation Rule related to the revocation of the 1997 ozone standard and the relevant "anti-backsliding" requirements. While EPA has petitioned for a rehearing on April 23, the ultimate outcome and impacts of this lawsuit are currently unknown. Due to this uncertainty, the conformity analysis for the 2018 RTP and 2019 FTIP addresses the 1997 ozone standard.

On July 29, 2016, EPA released its Final Rule titled *Implementing National Ambient Air Quality Standards for Fine Particles: State Implementation Plan Requirements*. According to the implementation rule, areas designated as nonattainment for the 1997 PM2.5 standards, must continue to demonstrate conformity to these standards until attainment (EPA, 2016).

## MULTI-JURISDICTIONAL GUIDANCE

EPA reissued Guidance for Transportation Conformity Implementation in Multi-Jurisdictional Nonattainment and Maintenance Areas in July 2012 (EPA, 2012c). This guidance updates and supersedes the July 2004 "multi-jurisdictional" guidance (EPA, 2004a), but does not change the substance of the guidance on how nonattainment areas with multiple agencies should conduct

conformity determinations. This guidance applies to the San Joaquin Valley since there are multiple MPOs within a single nonattainment area. The main principle of the guidance is that one regional emissions analysis is required for the entire nonattainment area. However, separate modeling and conformity documents may be developed by each MPO.

Part 3 of the guidance applies to nonattainment areas that have adequate or approved conformity budgets addressing a particular air quality standard. This Part currently applies to the San Joaquin Valley for ozone and PM-10. The guidance allows MPOs to make independent conformity determinations for their plans and TIPs as long as all of the other subareas in the nonattainment area have conforming transportation plans and TIPs in place at the time of each MPO and the Department of Transportation (DOT) conformity determination.

With respect to PM2.5, the Transportation Conformity Rule PM2.5 and PM10 Amendments published on March 24, 2010 effectively incorporates the "multi-jurisdictional" guidance directly into the rule. The Rule allows MPOs to make independent conformity determinations for their plans and TIPs as long as all of the other subareas in the nonattainment area have conforming transportation plans and TIPs in place at the time of each MPO and DOT conformity determination.

**DISTRICT RULE**

The San Joaquin Valley Unified Air Pollution Control District (Air District) adopted Rule 9120 Transportation Conformity on January 19, 1995 in response to requirements in Section 176(c)(4)(c) of the 1990 Clean Air Act Amendments. In May 2015, the San Joaquin Valley Unified Air Pollution Control District requested ARB to withdraw Rule 9120 from California State Implementation Plan consideration.

In July of 2015, ARB sent a letter to EPA withdrawing Rule 9120 from the California State Implementation Plan. Therefore EPA can no longer act on the Rule. It should also be noted that EPA has changed 40 CFR 51.390 to streamline the requirements for State conformity SIPs. Since a transportation conformity SIP cannot be approved for the San Joaquin Valley, the Federal transportation conformity rule governs.

## B. CONFORMITY REGULATION REQUIREMENTS

The Federal regulations identify general criteria and procedures that apply to all transportation conformity determinations, regardless of pollutant and implementation plan status. These include:

1) *Conformity Tests* — Sections 93.118 and 93.119 specify emissions tests (budget and interim emissions) that the TIP/RTP must satisfy in order for a determination of conformity to be found. The final transportation conformity regulation issued on July 1, 2004 requires a submitted SIP motor vehicle emissions budget to be found adequate or approved by EPA prior to use for making conformity determinations. The budget must be used on or after the effective date of EPA's adequacy finding or approval.

2) *Methods / Modeling:*

   *Latest Planning Assumptions* — Section 93.110 specifies that conformity determinations must be based upon the most recent planning assumptions in force at the time the conformity analysis begins. This is defined as "the point at which the MPO begins to model the impact of the proposed transportation plan or TIP on travel and/or emissions. New data that becomes available after an analysis begins is required to be used in the conformity determination only if a significant delay in the analysis has occurred, as determined through interagency consultation" (EPA, 2010b). All analyses for the Conformity Analysis were conducted using the latest planning assumptions and emissions models in force at the time the conformity analysis started in December 2017 (see Chapter 2).

   *Latest Emissions Models* — Section 93.111 requires that the latest emission estimation models specified for use in SIPs must be used for the conformity analysis. EMFAC2014 was used in the Conformity Analysis and is documented in Chapter 3. EPA issued a federal register notice on December 14, 2015 formally approving EMFAC2014 for use in conformity determinations.

3) *Timely Implementation of TCMs* — Section 93.113 provides a detailed description of the steps necessary to demonstrate that the new TIP/RTP are providing for the timely implementation of TCMs, as well as demonstrate that the plan and/or program is not interfering with this implementation. TCM documentation is included in Chapter 4 of the Conformity Analysis.

4) *Consultation* — Section 93.105 requires that the conformity determination be made in accordance with the consultation procedures outlined in the Federal regulations. These include:

   - MPOs are required to provide reasonable opportunity for consultation with State air agencies, local air quality and transportation agencies, the USDOT and EPA (Section 93.105(a)(1)).
   - MPOs are required to establish a proactive public involvement process, which provides opportunity for public review and comment prior to taking formal action on a conformity determination (Section 93.105(e)).

The TIP, RTP, and corresponding conformity determinations are prepared by each MPO. Copies of the Draft documents are provided to member agencies and others, including FHWA, Federal Transit Administration (FTA), EPA, Caltrans, CARB, and the Air District for review. Both the TIP and RTP are required to be publicly available and an opportunity for public review and comment is provided. Fresno Council of Governments adopted consultation process and policy for conformity analysis includes a 30-day comment period followed by a public meeting.

## C. AIR QUALITY DESIGNATIONS APPLICABLE TO THE SAN JOAQUIN VALLEY

The conformity regulation (section 93.102) requires documentation of the applicable pollutants and precursors for which EPA has designated the area nonattainment or maintenance. In addition, the nonattainment or maintenance area and its boundaries should be described.

Fresno Council of Governments is located in the federally designated San Joaquin Valley Air Basin. The borders of the basin are defined by mountain and foothill ranges to the east and west. The northern border is consistent with the county line between San Joaquin and Sacramento Counties. The southern border is less defined, but is roughly bounded by the Tehachapi Mountains and, to some extent, the Sierra Nevada range. The conformity analyses for the 2019 FTIP and 2018 RTP includes analyses of existing and future air quality impacts for each applicable pollutant.

The San Joaquin Valley is currently designated as nonattainment for the National Ambient Air Quality Standard (NAAQS) for 8-hour ozone (revoked 1997 and 2008 standards), and particulate matter under 2.5 microns in diameter (PM2.5) (1997, 2006 and 2012 standards); and has a maintenance plan for particulate matter under 10 microns in diameter (PM-10)). Note that the urbanized/metropolitan areas of Kern, Fresno, Stanislaus and San Joaquin Counties have attained the CO standard and maintained attainment for 20 years. In accordance with Section 93.102(b)(4), conformity requirements for the CO standard stop applying 20 years after EPA approves an attainment redesignation request or as of June 1, 2018. Therefore, the conformity analysis for the 2019 FTIP and 2018 RTP no longer includes a CO conformity demonstration.

State Implementation Plans have been prepared to address ozone, PM-10 and PM2.5:

- The 2007 Ozone Plan (1997 Standard), as revised in 2015, was approved by EPA on July 8, 2016 (effective September 30, 2016).
- The 2016 Ozone Plan (2008 standard) was adopted by the Air District on June 16, 2016 and subsequently adopted by ARB on July 21, 2016. EPA found the new ozone budgets adequate on June 29, 2017 (effective July 14, 2017).
- The 2007 PM-10 Maintenance Plan (as revised in 2015) was approved by EPA on July 8, 2016 (effective September 30, 2016).
- The 2008 PM2.5 Plan (1997 Standard), as revised in 2011, was approved by EPA on November 9, 2011 (effective January 9, 2012).
- The 2012 PM2.5 Plan (as revised in 2015) was approved by EPA on August 16, 2016 (effective September 30, 2016).

EPA's March 2015 final rule implementing the 2008 Ozone Standard also revoked the 1997 Ozone Standard for transportation conformity purposes. This revocation became effective April 6, 2015. However, on February 16, 2018, the U.S. Court of Appeals ruled against parts of the EPA's 2015 Ozone Implementation Rule related to the revocation of the 1997 ozone standard and the relevant "anti-backsliding" requirements. While EPA has petitioned for a rehearing on April 23, the ultimate outcome and impacts of this lawsuit are currently unknown. Due to this uncertainty, the conformity analysis for the 2018 RTP and 2019 FTIP addresses the 1997 ozone standard.

EPA designated the San Joaquin Valley nonattainment area for the 2008 Ozone Standard, effective July 20, 2012. Transportation conformity applies one year after the effective date (July

20, 2013). Federal approval for the eight SJV MPO's 2008 Ozone standard conformity demonstrations was received on July 8, 2013.

On December 22, 2017, EPA released a response to state recommendations outlining draft area designations for the new 2015 ozone standard of 70 ppb. It is anticipated that final designations will be effective in July, 2018. Transportation conformity applies one year after the designations effective date and not until 2019. Accordingly, this conformity analysis does not address the 2015 ozone standard.

On November 13, 2009, EPA published Air Quality Designations for the 2006 24-hour PM2.5 standard, effective December 14, 2009. Nonattainment areas are required to meet the standard by 2014; transportation conformity began to apply on December 14, 2010. On January 20, 2016 EPA published *Designation of Areas for Air Quality Planning Purposes; California; San Joaquin Valley; Reclassification as Serious Nonattainment for the 2006 PM2.5 NAAQS* finalizing SJV reclassification to Serious Nonattainment effective February 19, 2016. Nonattainment areas are required to meet the standard as expeditiously as practicable, but no later than December 31, 2019. It is important to note that the 2006 24-hour PM2.5 nonattainment area boundary for the San Joaquin Valley is exactly the same as the nonattainment area boundary for the 1997 annual PM2.5 standard.

EPA's nonattainment area designations for the new 2012 PM2.5 standards became effective on April 15, 2015. Conformity for a given pollutant and standard applies one year after the effective date (April 15, 2016). It is important to note that the 2012 PM2.5 standards nonattainment area boundary for the San Joaquin Valley are exactly the same as the nonattainment area boundary for the 1997 annual PM2.5 standard.

On July 29, 2016, EPA released its *Final Rule for Implementing National Ambient Air Quality Standards for Fine Particles.* According to the implementation rule, areas designated as nonattainment for the 1997 PM 2.5 standards, must continue to demonstrate conformity to these standards until attainment. In the San Joaquin Valley, the 1997 standards (both 24-hour and annual) continue to apply.

## D. CONFORMITY TEST REQUIREMENTS

The conformity (Section 93.109(c)–(k)) rule requires that either a table or text description be provided that details, for each pollutant and precursor, whether the interim emissions tests and/or the budget test apply for conformity. In addition, documentation regarding which emissions budgets have been found adequate by EPA, and which budgets are currently applicable for what analysis years is required.

Specific conformity test requirements established for the San Joaquin Valley nonattainment areas for ozone, and particulate matter are summarized below.

Section 93.124(d) of the 1997 Final Transportation Conformity regulation allows for conformity determinations for sub-regional emission budgets by MPOs if the applicable implementation plans (or implementation plan submission) explicitly indicates an intent to create such sub-regional budgets for the purpose of conformity. In addition, Section 93.124(e) of the 1997 rules

states: "…if a nonattainment area includes more than one MPO, the implementation plan may establish motor vehicle emission budgets for each MPO, or else the MPOs must collectively make a conformity determination for the entire nonattainment area." Each applicable implementation plan and estimate of baseline emissions in the San Joaquin Valley provides motor vehicle emission budgets by county, to facilitate county-level conformity findings.

## OZONE

*1997 8-Hour Ozone Standard*

EPA's final rule implementing the 2008 ozone standard also revoked the 1997 ozone standard for transportation conformity purposes. This revocation became effective April 6, 2015. However, on February 16, 2018, the U.S. Court of Appeals ruled against parts of the EPA's 2015 Ozone Implementation Rule related to the revocation of the 1997 ozone standard and the relevant "anti-backsliding" requirements. While EPA has petitioned for a rehearing on April 23, the ultimate outcome and impacts of this lawsuit are currently unknown. Due to this uncertainty, the conformity analysis for the 2018 RTP and 2019 FTIP addresses the 1997 ozone standard[2].

Under the existing conformity regulation, regional emissions analyses for ozone areas must address nitrogen oxides (NOx) and volatile organic compounds (VOC) precursors. It is important to note that in California, reactive organic gases (ROG) are considered equivalent to and are used in place of volatile organic compounds (VOC).

EPA approved the 2007 Ozone (1997 standard) Plan (as revised in 2015) including conformity budgets on July 8, 2016 (effective September 30, 2016). The revised SIP identified both reactive organic gases (ROG) and nitrogen oxides (NOx) subarea budgets in tons per average summer day for each MPO in the nonattainment area. For 1997 ozone conformity, the SJV MPOs will continue to conduct demonstrations for subarea emissions budgets as established in the 2007 Ozone Plan (as revised in 2015).

The approved conformity budgets from Table 1 of the August 12, 2016 Federal Register are provided in a table below. These budgets will be used to compare to emissions resulting from the 2019 FTIP and the 2018 RTP.

[2] Note that FHWA/FTA *Interim Guidance on Conformity Requirements for the 1997 Ozone NAAQS* issued on April 23 does not require that areas in non-attainment of the 2008 Ozone Standard address 1997 ozone in their regional conformity analyses at this time. However, the SJV MPOs have voluntarily included 1997 ozone conformity demonstration for the 2018 RTP/2019 TIP to minimize project delivery risk.

**Table 1-1:**
**On-Road Motor Vehicle 1997 Ozone Standard Budgets [(a)]**
(summer tons/day)

| County | 2017[(b)] | | 2020 | | 2023 | |
|---|---|---|---|---|---|---|
| | **ROG** | **NOx** | **ROG** | **NOx** | **ROG** | **NOx** |
| Fresno | 8.7 | 29.9 | 6.8 | 24.3 | 5.6 | 14.6 |
| Kern (SJV) | 6.9 | 26.8 | 5.7 | 22.4 | 4.8 | 12.9 |
| Kings | 1.4 | 5.5 | 1.1 | 4.7 | 0.9 | 2.7 |
| Madera | 2.0 | 5.5 | 1.6 | 4.5 | 1.3 | 2.7 |
| Merced | 2.7 | 10.3 | 2.1 | 8.5 | 1.7 | 5.1 |
| San Joaquin | 6.4 | 14.1 | 5.1 | 11.3 | 4.3 | 7.3 |
| Stanislaus | 4.1 | 11.3 | 3.2 | 9.2 | 2.7 | 5.8 |
| Tulare | 4.0 | 10.3 | 3.1 | 8.1 | 2.5 | 4.9 |

[(a)]Note that EPA did not take action on the 2011 and 2014 budgets of the 2007 Ozone Plan (as revised in 2015).
[(b)] 2017 budgets are not in the timeframe of this conformity analysis.

*2008 8-Hour Ozone Standard*

Under the existing conformity regulation, regional emissions analyses for ozone areas must address nitrogen oxides (NOx) and volatile organic compounds (VOC) precursors. It is important to note that in California, reactive organic gases (ROG) are considered equivalent to and are used in place of volatile organic compounds (VOC).

Although EPA has not yet issued a full approval of the 2016 Ozone Plan for the 2008 8-hour ozone standard, the agency found the Plan's transportation conformity budgets adequate on June 29, 2017 (effective July 14, 2017). The EPA adequacy notice identified both reactive organic gases (ROG) and nitrogen oxides (NOx) subarea budgets in tons per average summer day for each MPO in the nonattainment area. For 2008 ozone conformity, the SJV MPOs will continue to conduct demonstrations for subarea emissions budgets as established in the 2016 Ozone Plan.

The adequate conformity budgets from June 29, 2017 Federal Register are provided in a table below. These budgets will be used to compare to emissions resulting from the 2019 FTIP and the 2018 RTP.

**Table 1-2:**
**On-Road Motor Vehicle 2008 Ozone Standard Emissions Budgets**
(summer tons/day)

| | 2018 | | 2021 | | 2024 | | 2027 | | 2030 | | 2031 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **County** | **ROG** | **NOx** | **ROG** | **NOx** | **ROG** | **NOx** | **ROG** | **NOx** | **ROG** | **NOx** | **ROG** | **NOx** |
| Fresno | 8.0 | 27.7 | 6.4 | 22.2 | 5.4 | 14.1 | 4.9 | 13.2 | 4.5 | 12.6 | 4.3 | 12.5 |
| Kern (SJV) | 6.6 | 25.4 | 5.5 | 20.4 | 4.8 | 12.6 | 4.5 | 11.7 | 4.2 | 10.9 | 4.1 | 10.8 |
| Kings | 1.3 | 5.1 | 1.1 | 4.2 | 0.9 | 2.6 | 0.9 | 2.5 | 0.8 | 2.3 | 0.8 | 2.3 |
| Madera | 1.9 | 5.1 | 1.5 | 4.1 | 1.2 | 2.6 | 1.1 | 2.3 | 0.9 | 2.0 | 0.9 | 2.0 |
| Merced | 2.5 | 9.4 | 2.0 | 7.8 | 1.6 | 4.8 | 1.5 | 4.4 | 1.3 | 4.2 | 1.3 | 4.1 |
| San Joaquin | 5.9 | 13.0 | 4.9 | 10.3 | 4.2 | 6.9 | 3.8 | 5.2 | 3.5 | 5.7 | 3.3 | 5.5 |
| Stanislaus | 3.8 | 10.5 | 3.0 | 8.3 | 2.6 | 5.6 | 2.3 | 5.1 | 2.1 | 4.7 | 2.0 | 4.7 |
| Tulare | 3.7 | 9.5 | 2.9 | 7.2 | 2.4 | 4.7 | 2.2 | 4.1 | 1.9 | 3.8 | 1.9 | 3.7 |

[(a)] Note that 2016 ozone budgets were established by rounding up each county's emissions totals to the nearest tenth of a ton.

As noted above, since transportation conformity for the 2015 ozone standard will not apply until 2019, this conformity analysis does not address the 2015 ozone standard.

**PM-10**

The 2007 PM-10 Maintenance Plan (as revised in 2015) was approved by EPA on July 8, 2016 (effective September 30, 2016), which contains motor vehicle emission budgets for PM-10 and NOx, as well as a trading mechanism. Motor vehicle emission budgets are established based on average annual daily emissions. The motor vehicle emissions budget for PM-10 includes regional re-entrained dust from travel on paved roads, vehicular exhaust, travel on unpaved roads, and road construction. The conformity budgets from Table 2 of the August 12, 2016 Federal Register are provided below and will be used to compare emissions for each analysis year.

The PM-10 SIP allows trading from the motor vehicle emissions budget for the PM-10 precursor NOx to the motor vehicle emissions budget for primary PM-10 using a 1.5 to 1 ratio. The trading mechanism allows the agencies responsible for demonstrating transportation conformity in the San Joaquin Valley to supplement the 2005 budget for PM-10 with a portion of the 2005 budget for NOx, and use these adjusted motor vehicle emissions budgets for PM-10 and NOx to demonstrate transportation conformity with the PM-10 SIP for analysis years after 2005. As noted above, EPA approved the 2007 PM-10 Maintenance Plan (with minor technical corrections to the conformity budgets) on July 8, 2016, which includes continued approval of the trading mechanism.

The trading mechanism will be used only for conformity analyses for analysis years after 2005. To ensure that the trading mechanism does not impact the ability to meet the NOx budget, the NOx emission reductions available to supplement the PM-10 budget shall only be those remaining after the NOx budget has been met.

**Table 1-3:**
**On-Road Motor Vehicle PM-10 Emissions Budgets**
(tons per average annual day)

| County | 2020 | |
|---|---|---|
| | **PM-10** | **NOx** |
| Fresno | 7.0 | 25.4 |
| Kern[(a)] | 7.4 | 23.3 |
| Kings | 1.8 | 4.8 |
| Madera | 2.5 | 4.7 |
| Merced | 3.8 | 8.9 |
| San Joaquin | 4.6 | 11.9 |
| Stanislaus | 3.7 | 9.6 |
| Tulare | 3.4 | 8.4 |

(a) Kern County subarea includes only the portion of Kern County within the San Joaquin Valley Air Basin
(b) Note that EPA did not take action on the 2005 budgets of the 2007 PM10 Maintenance Plan (as revised in 2015). These budgets are not in the timeframe of this conformity analysis.

**PM2.5**

EPA and FHWA have indicated that areas violating both the annual and 24-hour standards for PM2.5 must address all standards in the conformity determination. The San Joaquin Valley currently violates both the 1997 annual and 24-hour and 2012 annual PM2.5 standards and the 2006 24-hour PM2.5 standards; thus the conformity determination includes all corresponding analyses (see discussion under Air Quality Designations Applicable to the San Joaquin Valley above).

The 2017 PM2.5 Plan addressing 1997, 2006 and 2012 PM2.5 standards is anticipated to be submitted to EPA in the summer of 2018. Since no new PM2.5 budgets are available at this time, existing budgets in the approved PM2.5 plans will continue to be used as described below.

*1997 (24-hour and annual) and 2012 (annual) PM2.5 Standards*

The 2008 PM2.5 Plan for the 1997 PM2.5 standard (as revised in 2011) was approved by EPA on November 9, 2011, which contains motor vehicle emission budgets for PM2.5 and NOx established based on average annual daily emissions, as well as a trading mechanism. The motor vehicle emissions budget for PM2.5 includes directly emitted PM2.5 motor vehicle emissions from tailpipe, brake wear and tire wear. VOC, SOx, ammonia, and dust (from paved roads, unpaved roads, and road construction) were found to be insignificant and not included in the motor vehicle emission budgets for conformity purposes. The conformity budgets from Table 5 of the November 9, 2011 Federal Register are provided in Table 1-4 below and will be used to compare emissions resulting from the 2019 FTIP and the 2018 RTP.

In accordance with Section 93.109(i)(3) of the conformity rule, if a 2012 PM2.5 nonattainment area has adequate or approved SIP budgets that address the annual 1997 PM2.5 standards, it must use the budget test until new 2012 PM2.5 standard budgets are found adequate or approved. The attainment year of 2021 will be modeled. For this Conformity Analysis, the SJV will conduct determinations for subarea emission budgets as established in the 2008 PM2.5 (1997 Standard) Plan.

In addition, the final PM2.5 Implementation Rule requires areas designated as nonattainment for the 1997 PM2.5 standards to continue demonstrate conformity to these standards until attainment. In the San Joaquin Valley, the 1997 standards (both 24-hour and annual) continue to apply.

**Table 1-4:**
**On-Road Motor Vehicle 1997 (24-hour and annual) and 2012 (annual) PM2.5 Standard Emissions Budgets**
(tons per average annual day)

| | 2012 | | 2014 | |
|---|---|---|---|---|
| **County** | **PM2.5** | **NOx** | **PM2.5** | **NOx** |
| Fresno | 1.5 | 35.7 | 1.1 | 31.4 |
| Kern (SJV) | 1.9 | 48.9 | 1.2 | 43.8 |
| Kings | 0.4 | 10.5 | 0.3 | 9.3 |
| Madera | 0.4 | 9.2 | 0.3 | 8.1 |
| Merced | 0.8 | 19.7 | 0.6 | 17.4 |
| San Joaquin | 1.1 | 24.5 | 0.9 | 21.6 |
| Stanislaus | 0.7 | 16.7 | 0.6 | 14.6 |
| Tulare | 0.7 | 15.7 | 0.5 | 13.8 |

The 2008 PM2.5 SIP includes a trading mechanism that allows trading from the motor vehicle emissions budget for the PM-2.5 precursor NOx to the motor vehicle emissions budget for primary PM-2.5 using a 9 to 1 ratio. The trading mechanism allows the agencies responsible for demonstrating transportation conformity in the San Joaquin Valley to supplement the applicable

budget for PM-2.5 with a portion of the applicable corresponding budget for NOx, and use these adjusted motor vehicle emissions budgets for PM-2.5 and NOx to demonstrate transportation conformity with the PM-2.5 SIP for analysis years after 2014. As noted above, EPA approved the 2008 PM2.5 Plan (as revised in 2011) on November 9, 2011, which includes approval of the trading mechanism.

The trading mechanism will be used only for conformity analyses for analysis years after 2014. To ensure that the trading mechanism does not impact the ability to meet the NOx budget, the NOx emission reductions available to supplement the PM-2.5 budget shall only be those remaining after the NOx budget has been met.

As noted above, in accordance with the EPA Transportation Conformity Rule Restructuring Amendments Nonattainment areas allows 2012 PM2.5 areas with adequate or approved 1997 PM2.5 budgets to determine conformity for both NAAQS at the same time, using the budget test.

*2006 24-Hour PM2.5 Standard*

The 2012 (2006 Standard) PM2.5 Plan was first approved by ARB on January 24, 2013 and the Plan Supplement requesting reclassification to Serious and including revised budgets was approved by ARB on October 24, 2014. EPA proposed approval of the plan on January 13, 2015.

On January 20, 2016, EPA finalized reclassification of the San Joaquin Valley to Serious nonattainment for the 2006 24-hour PM2.5 Standard. On May 18, 2016 EPA published proposed approval of the revised 2012 Plan PM2.5 budgets. Then on August 16, 2016, the 2012 PM2.5 Plan was approved by EPA including the revised conformity budgets and a trading mechanism (effective September 30, 2016).

The 2012 PM2.5 Plan for the 2006 PM2.5 standard (as revised in 2015) contains motor vehicle emission budgets for PM2.5 and NOx established based on average winter daily emissions, as well as a trading mechanism. The motor vehicle emissions budget for PM2.5 includes directly emitted PM2.5 motor vehicle emissions from tailpipe, brake wear and tire wear. VOC, SOx, ammonia, and dust (from paved roads, unpaved roads, and road construction) were found to be insignificant and not included in the motor vehicle emission budgets for conformity purposes. The conformity budgets from the 2012 PM2.5 Plan (as revised in 2015) are provided in Table 1-5 below and will be used to compare emissions resulting from the 2019 FTIP and the 2018 RTP.

**Table 1-5:**
**On-Road Motor Vehicle 2006 24-Hour PM2.5 Standard Emissions Budgets**
(tons per average winter day)

| | 2017 | |
|---|---|---|
| **County** | **PM2.5** | **NOx** |
| Fresno | 1.0 | 32.1 |
| Kern (SJV) | 0.8 | 28.8 |
| Kings | 0.2 | 5.9 |
| Madera | 0.2 | 6.0 |
| Merced | 0.3 | 11.0 |
| San Joaquin | 0.6 | 15.5 |
| Stanislaus | 0.4 | 12.3 |
| Tulare | 0.4 | 11.2 |

(a) Note that EPA did not take action on the 2014 budgets of the 2012 PM2.5 Plan (as revised in 2015). These budgets are not in the timeframe of this conformity analysis.

The 2012 PM2.5 SIP includes a trading mechanism that allows trading from the motor vehicle emissions budget for the PM2.5 precursor NOx to the motor vehicle emissions budget for primary PM-2.5 using an 8 to 1 ratio. The trading mechanism allows the agencies responsible for demonstrating transportation conformity in the San Joaquin Valley to supplement the applicable budget for PM-2.5 with a portion of the applicable corresponding budget for NOx, and use these adjusted motor vehicle emissions budgets for PM2.5 and NOx to demonstrate transportation conformity with the PM2.5 SIP for analysis years after 2014. As noted above, EPA approved the 2012 PM2.5 Plan budgets (as revised in 2015) on August 16, 2016 (effective September 30, 2016) and the trading mechanism.

## E. ANALYSIS YEARS

The conformity regulation (Section 93.118[b] and [d]) requires documentation of the years for which consistency with motor vehicle emission budgets must be shown. In addition, any interpolation performed to meet tests for years in which specific analysis is not required need to be documented.

For the selection of the horizon years, the conformity regulation requires: (1) that if the attainment year is in the time span of the transportation plan, it must be modeled; (2) the last year forecast in the transportation plan must be a horizon year; and (3) horizon years may not be more than ten years apart. In addition, the conformity regulation requires that conformity must be demonstrated for each year for which the applicable implementation plan specifically establishes motor vehicle emission budgets.

Section 93.118(b)(2) clarifies that when a maintenance plan has been submitted, conformity must be demonstrated for the last year of the maintenance plan and any other years for which the maintenance plan establishes budgets in the time frame of the transportation plan. Section

93.118(d)(2) indicates that a regional emissions analysis may be performed for any years, the attainment year, and the last year of the plan's forecast. Other years may be determined by interpolating between the years for which the regional emissions analysis is performed.

Section 93.118(d)(2) indicates that the regional emissions analysis may be performed for any years in the time frame of the transportation plan provided they are not more than ten years apart and provided the analysis is performed for the attainment year (if it is in the time frame of the transportation plan) and the last year of the plan's forecast period. Emissions in years for which consistency with motor vehicle emissions budgets must be demonstrated, as required in paragraph (b) of this section (i.e., each budget year), may be determined by interpolating between the years for which the regional emissions analysis is performed. Table 1-6 below provides a summary of conformity analysis years that apply to the 2018 RTP/2019 FTIP conformity analysis.

**Table 1-6:**
**San Joaquin Valley Conformity Analysis Years**

| Pollutant | Budget Years[3] | Attainment/ Maintenance Year | Intermediate Years | RTP Horizon Year |
|---|---|---|---|---|
| 1997 Ozone | 2011, 2014, 2017, 2020 | 2023 | 2031/2037 | 2042 |
| 2008 Ozone | 2018/2021/2024/2027/2030 | 2031 | 2037 | 2042 |
| PM-10 | NA | 2020 | 2027/2035 | 2042 |
| 1997 and 2012 PM2.5 | NA | 2014/2021[2] | 2027/2035 | 2042 |
| 2006 24-hour PM2.5 | 2014/2017 | 2019[3] | 2027/2035 | 2042 |

[1]Budget years that are not in the time frame of the transportation plan/conformity analysis are not included as analysis years (e.g., 2014, 2017), although they may be used to demonstrate conformity.
[2]. Note: 2014 is the attainment year for the 1997 PM2.5 standards. 2021 is the attainment year for the 2012 PM2.5 standards.
[3]Note: The 2006 standard must be met as expeditiously as practicable, but no later than December 31, 2019.

For the 1997 ozone standard[4], the San Joaquin Valley has been classified as an Extreme nonattainment area with an attainment date of June 15, 2024. In accordance with the March 2015 *Implementation of the 2008 National Ambient Air Quality Standards for Ozone: State Implementation Plan Requirements* final rule, the attainment year of 2023 must be modeled. When using the budget test, the attainment year of the 1997 Ozone standard must be analyzed (e.g. 2023).

[4] Note that FHWA/FTA *Interim Guidance on Conformity Requirements for the 1997 Ozone NAAQS* issued on April 23 does not require that areas in non-attainment of the 2008 Ozone Standard address 1997 ozone in their regional conformity analyses at this time. However, the SJV MPOs have voluntarily included 1997 ozone conformity demonstration for the 2018 RTP/2019 TIP to minimize project delivery risk

For the 2008 ozone standard, the San Joaquin Valley has been classified as an Extreme nonattainment area with an attainment date of July 20, 2032. In accordance with the March 2015 *Implementation of the 2008 National Ambient Air Quality Standards for Ozone: State Implementation Plan Requirements* final rule, the attainment year of 2031 must be modeled. When using the budget test, the attainment year of the 2008 Ozone standard must be analyzed (e.g. 2031).

The Clean Air Act requires all states to attain the 1997 PM2.5 standards as expeditiously as practicable beginning in 2010, but by no later than April 5, 2010 unless EPA approves an attainment date extension. States must identify their attainment dates based on the rate of reductions from their control strategies and the severity of the PM2.5 problem. On February 9, 2016 EPA released its proposed *Approval and Disapproval of California Air Plan; San Joaquin Valley Serious Area Plan and Attainment Date Extension for the 1997 PM2.5 NAAQS.* No final EPA action has been taken on the plan. As a result, the proposed SIP budgets are assumed to be unavailable for use and the 2008 PM2.5 Plan conformity budgets are the only budgets applicable at this time for the 1997 PM2.5 standard.

On January 20, 2016, EPA finalized reclassification of the San Joaquin Valley to Serious nonattainment for the 2006 24-hour PM2.5 Standard. On May 18, 2016 EPA published proposed approval of the revised 2012 Plan PM2.5 budgets. Then on August 16, 2016, the 2012 PM2.5 Plan was approved by EPA, effective September 30, 2016, inclusive of the revised conformity budgets and trading mechanism for the 2006 24-hour PM2.5 standard. The attainment year of 2019 must be modeled.

On April 15, 2015, EPA classified the San Joaquin Valley as Moderate nonattainment for the 2012 PM2.5 Standards. In accordance with Section 93.109(i)(3) of the conformity rule, if a 2012 PM2.5 nonattainment area has adequate or approved SIP budgets that address the annual 1997 PM2.5 standards, it must use the budget test until new 2012 PM2.5 standard budgets are found adequate or approved. When using the budget test, the attainment year must be analyzed (e.g. 2021). In addition, in areas that have approved or adequate budgets for the 1997 annual PM2.5 standards, consistency with those budgets must also be determined. The attainment year of 2021 must be modeled.

# CHAPTER 2:
# LATEST PLANNING ASSUMPTIONS AND TRANSPORTATION MODELING

The Clean Air Act states that "the determination of conformity shall be based on the most recent estimates of emissions, and such estimates shall be determined from the most recent population, employment, travel, and congestion estimates as determined by the MPO or other agency authorized to make such estimates." On January 18, 2001, the USDOT issued guidance developed jointly with EPA to provide additional clarification concerning the use of latest planning assumptions in conformity determinations (USDOT, 2001).

According to the conformity regulation, the time the conformity analysis begins is "the point at which the MPO or other designated agency begins to model the impact of the proposed transportation plan or TIP on travel and/or emissions." The conformity analysis and initial modeling began in September 2017.

Key elements of the latest planning assumption guidance include:

- Areas are strongly encouraged to review and strive towards regular five-year updates of planning assumptions, especially population, employment and vehicle registration assumptions.
- The latest planning assumptions must be derived from the population, employment, travel and congestion estimates that have been most recently developed by the MPO (or other agency authorized to make such estimates) and approved by the MPO.
- Conformity determinations that are based on information that is older than five years should include written justification for not using more recent information. For areas where updates are appropriate, the conformity determination should include an anticipated schedule for updating assumptions.
- The conformity determination must use the latest existing information regarding the effectiveness of the transportation control measures (TCMs) and other implementation plan measures that have already been implemented.

The Fresno Council of Governments uses the CUBE transportation model. The model was validated in 2017 for the 2014 base year. The latest planning assumptions used in the transportation model validation and Conformity Analysis is summarized in Table 2-1.

**Table 2-1:**
**Summary of Latest Planning Assumptions for the Fresno Council of Governments Conformity Analysis**

| Assumption | Year and Source of Data (MPO action) | Modeling | Next Scheduled Update |
|---|---|---|---|
| Population | Base Year:<br>Population is based on the 2014 California Department of Finance data<br><br>Projections:<br>Population based on Applied Development Economics, 2017. | These data were disaggregated to the TAZ level and used in the Cube model for the base year validation and future year projections. | Population and Employment projections will be reviewed and updated periodically with an upcoming update in 2022. |
| Employment | Base Year:<br>Employment data is based on 2014 State of California Employment Development Department data.<br><br>Projections:<br>Employment based on Applied Development Economics, 2017. | These data were disaggregated to the TAZ level and used in the Cube model for the base year validation and future year projections. | Population and Employment projections will be reviewed and updated periodically with an upcoming update in 2022. |
| Traffic Counts | The transportation model was validated in 2017 to the 2014 base year using daily and peak hour traffic counts. More than 1,000 traffic counts were obtained from the City of Fresno, Clovis, the County of Fresno and Caltrans. The majority of the traffic count database is from 2014. However, traffic counts from 2015 through 2016 were used, adjusted to 2014 levels based on annual growth rates. | Cube was validated using these traffic counts. | Fresno COG maintains a Regional Traffic Monitoring Program that collects thousands of traffic counts annually. New counts for 2014 base year were compiled for the MIP validation. |

| Assumption | Year and Source of Data (MPO action) | Modeling | Next Scheduled Update |
|---|---|---|---|
| Vehicle Miles of Travel | The base year 2014 VMT of the 2017 transportation model is validated to within 3% of HPMS. Fresno COG is continuing its efforts to improve the model validation. | Cube is the transportation model used to estimate VMT in Fresno County. | VMT is an output of the transportation model. VMT is affected by the TIP/RTP project updates and is included in each new conformity analysis.<br><br>Traffic speeds are continuously monitored by our local jurisdictions. The information is then provided to Fresno COG for use in our traffic modeling process. |
| Speeds | The 2017 transportation model validation was based on the comprehensive speed study in 2005. | The Cube transportation model includes a feedback loop that assures congested speeds are consistent with travel speeds used throughout the traffic modeling process.<br><br>EMFAC2014 | Traffic speeds are continuously monitored by our local jurisdictions. The information is then provided to Fresno COG for use in our traffic modeling process. |

## **A.** SOCIOECONOMIC DATA

### POPULATION, EMPLOYMENT AND LAND USE

The conformity regulation requires documentation of base case and projected population, employment, and land use used in the transportation modeling. USDOT/EPA guidance indicates that if the data is more than five years old, written justification for the use of older data must be provided. In addition, documentation is required for how land use development scenarios are

consistent with future transportation system alternatives, and the reasonable distribution of employment and residences for each alternative.

*Supporting Documentation:*

POPULATION FORECAST

The forecasts used for the 2018 Fresno COG Regional Transportation Plan/Sustainable Communities Strategy were from the Fresno County 2050 Growth Projections prepared by Applied Development Economics (ADE), May 2017. When the previous forecast was completed in March 2012 by The Planning Center, the region was still recovering from the 2007-2008 recession, and the availability of new data in the years since prompted the need for an updated forecast. These forecasts were consistent with forecasts from several independent sources, including the Department of Finance's population projections, December 2014 edition.

In February 2017, near the completion of the new forecasts, the Department of Finance released their latest projection for Fresno County, which included significant downward population projections for nearly all counties in the San Joaquin Valley, including Fresno County (see Figure 1-12). After a correspondence with DOF staff, the rationale behind this drastic revision was based on updated methodologies regarding three components of population change: births, death, and migration. After analyzing these methodological changes, it was determined that the methodology contained within ADE's projection study were defensible and reliable enough for inclusion in the 2018 RTP/SCS. The technical details and analysis behind this decision were published by ADE in a June 23, 2017 memo.

The ADE study *Fresno County 2050 Growth Projections* can be accessed through Fresno COG's website.

This study includes annual forecasts stratified by the 16 jurisdictions within Fresno County: the spheres of influence of the 15 incorporated cities, and the unincorporated balance of the County geography. The study includes two primary forecasts of population and employment, from which are derived other projections related to housing demand and demographics, such as households, housing units, age distribution, group quarters populations, average income, race/ethnicity, school enrollment, etc.

The methodology of this study can be summed up in the following excerpt:

*The study process began by developing a range of total population and employment projections for the county as a whole, reflecting varying assumptions about Fresno County's future share of regional growth as well as trends in industry growth. The employment projection methodology used an economic base approach, forecasting export industry sectors, while local serving business sectors follow growth in the economic base and in the population.*

Based on the forecast by ADE shown in Table 1-3, countywide population will grow to an estimated 1,347,000 persons by the year 2042. This assumes a declining average annual growth rate of 1.5% in 2015 to 0.9% by 2050. This decline is consistent with past trends: In the past, County population has increased at rates of 2.4% a year from 1970 to 1990, and 1.7% a year from

1990 to 2010. During the next three decades (2010-2040) 390,608, or 42%, more people are expected to reside in Fresno County.

Fresno County Population, Housing and Employment Estimates and Forecasts

| | Population | Housing Units | Employment |
|---|---|---|---|
| 2005 | 872,569 | 294,156 | 335,159 |
| 2008 | 912,521 | 310,579 | 345,816 |
| 2020 | 1,047,440 | 343,074 | 398,050 |
| 2035 | 1,258,860 | 392,178 | 460,100 |
| 2042 | 1,347,000 | 413,172 | 482,600 |

EMPLOYMENT FORECAST

Employment was forecast by ADE using forecast data from the State of California Employment Development Department, Wood and Poole, and Caltrans. These projections were made in several steps, including: projecting economic base sectors (including farm jobs and agricultural services, manufacturing, transportation, etc.); projecting local-serving employment sectors (such as retail and service jobs) by obtaining business-to-business employment multipliers from the IMPLAN input-output model for Fresno County, and developing a set of population-based multipliers to generate business employment from residential demand; and projecting health care sector jobs by using the recent project from Economic Modeling Specialists Institute (EMSI), which considers changes in the health care field and demographic demands in its methodology.

The resulting employment forecast is included in the table above.

HOUSEHOLD FORECAST

The population and household projections depend on a population cohort survival model developed by ADE. This model applied age- and race-adjusted birth- and death-rate factors to project the 2010 decennial Census data forward to 2015, in order to estimate the natural change in populations for each jurisdiction. These natural change populations were then compared to the California Department of Finance's 2015 population estimates, attributing city- and County-level differences between the two datasets to in- or out-migration. The 2015 natural change population for each SOI was then adjusted to the DOF 2015 population estimates. The population cohort survival method was then applied to the 2015 data for each subsequent year out to 2050, applying a growth rate consistent with that of the DOF's population projection estimates.

The resulting household forecast is included in the table above.

## **B.** TRANSPORTATION MODELING

The San Joaquin Valley Metropolitan Planning Organizations (MPOs) utilize the TP+/CUBE traffic modeling software. The Valley MPO regional traffic models consist of traditional four-step traffic forecasting models. They use land use, socioeconomic, and road network data to estimate facility-specific roadway traffic volumes. Each MPO model covers the appropriate county area,

which is then divided into hundreds or thousands of individual traffic analysis zones (TAZs). In addition the model roadway networks include thousands of nodes and links. Link types include freeway, freeway ramp, other State route, expressway, arterial, collector, and local collector. Current and future-year road networks were developed considering local agency circulation elements of their general plans, traffic impact studies, capital improvement programs, and the State Transportation Improvement Program. The models use equilibrium, a capacity sensitive assignment methodology, and the data from the model for the emission estimates differentiates between peak and off-peak volumes and speeds. In addition, the model is reasonably sensitive to changes in time and other factors affecting travel choices. The results from model validation/calibration were analyzed for reasonableness and compared to historical trends.

Specific transportation modeling requirements in the conformity regulation are summarized below, followed by a description of how the Fresno Council of Governments transportation modeling methodology meets those requirements.

Fresno COG completed the update of our traffic model to Citilabs Cube modeling software and revalidation to a new base year of 2014 in 2017. The Fresno COG regional traffic model is a four-step mode choice traffic model. It uses land use, socioeconomic, and road network data to estimate facility-specific roadway traffic volumes. The study area for the Fresno COG model covers all of Fresno County including the cities of Clovis, Coalinga, Firebaugh, Fowler, Fresno, Huron, Kerman, Kingsburg, Mendota, Orange Cove, Parlier, Reedley, San Joaquin, Sanger, and Selma. The county is divided up into approximately 2,900 traffic analysis zones. The model roadway network is based on the all-street network, which provides greater geometric details and more accurate link distances. Link types include freeway, freeway ramp, other state route, expressway, arterial, collector, and local collector. Current and future-year road networks were developed considering local agency circulation elements of their general plans, traffic impact studies, capital improvement programs, and the State Transportation Improvement Program.

The Fresno COG model has been set up to estimate travel demand during six periods:

- AM peak three-hour period
- PM peak three-hour period
- Off-peak eleven hours
- AM peak hour
- PM peak hour
- Mid-Day seven hours

The traffic volumes projected for the three-hour peak periods, mid-day seven hours, off-peak eleven hours, and remaining hours are added together to create daily traffic projections. The model and its assumptions are constantly being updated based upon the latest planning information.

## TRAFFIC COUNTS

The conformity regulation requires documentation that a network-based travel model is in use that is validated against observed counts for a base year no more than 10 years before the date of

the conformity determination. Document that the model results have been analyzed for reasonableness and compared to historical trends and explain any significant differences between past trends and forecasts (for per capita vehicle-trips, VMT, trip lengths mode shares, time of day, etc.).

*Supporting Documentation:*

Fresno COG completed the update of the traffic model to Citilabs Cube modeling software and revalidation to a new base year of 2014 in 2017. The model was validated by comparing its estimates of 2014 traffic conditions with more than 2,000 peak and off peak traffic counts. The model validation results demonstrate the model performs acceptably at a regional scale especially for key metrics such as VMT and higher volume roadways.

Fresno COG maintains a Regional Traffic Monitoring Program that collects thousands of traffic counts across the county annually. The City of Fresno, City of Clovis and Fresno County are the 3 agencies that participate in this program

**SPEEDS**

The conformity regulation requires documentation of the use of capacity sensitive assignment methodology and emissions estimates based on a methodology that differentiates between peak and off-peak volumes and speeds, and bases speeds on final assigned volumes. In addition, documentation of the use of zone-to-zone travel impedances to distribute trips in reasonable agreement with the travel times estimated from final assigned traffic volumes. Where transit is a significant factor, document that zone-to-zone travel impedances used to distribute trips are used to model mode split. Finally, document that reasonable methods were used to estimate traffic speeds and delays in a manner sensitive to the estimated volume of travel on each roadway segment represented in the travel model.

*Supporting Documentation:*

Due to speed's impact on pollution emission from automobiles, and because congestion speeds are used as input to air pollution emission models, it is vital that congested speeds from the travel model reasonably replicate characteristics of traffic on the streets. Good free-flow speed data in the travel model is the first step towards achieving this goal.

A comprehensive review of free flow speed data (including floating car speed studies) was conducted in 2005 and incorporated into our model update. In addition Fresno COG member agencies regularly conduct free flow speed surveys for various purposes. Such speed data was requested by Fresno COG during the latest model update and also incorporated in the model as input during the model validation.

**TRANSIT**

The conformity regulation requires documentation of any changes in transit operating policies and assumed ridership levels since the previous conformity determination. Document the use of the latest transit fares and road and bridge tolls.

*Supporting Documentation:*

Fresno COG has been running a mode choice model since 2003. The model replicates major transit services in Fresno County, including Fresno Area Express (FAX), Clovis Transit Stageline and Fresno County Rural Transit Agency. Please refer to Urban Mass Transportation and Rural Area Public Transportation and Social Service Transportation in the 2018 RTP for further information regarding the services, their accomplishments and proposed actions.

The mode choice model uses a multinomial logit formulation, which assigns the probability of using a particular travel mode based on attractiveness measure for that mode in relation to the sum of the attractiveness of the other mode. The model predicts the following seven modes:

1. Drive Alone
2. 2-Person vehicle
3. 3+-Person vehicle
4. Walk to Transit
5. Drive to Transit
6. Walk
7. Bike

Daily transit trips are assigned to the transit network. Transit trips are assigned to the single best path based on in-vehicle time plus weighted out-of- vehicle times. The transit trips are assigned in four groups:

1. Peak period (A.M. plus P.M.), walk access
2. Peak period (A.M. plus P.M.), drive access
3. Off-peak, walk access
4. Off-peak, drive access

The peak period transit trips represent trips occurring during the A.M. three-hour peak period plus the P.M. three hour peak period. Peak period transit trips are assigned to the peak transit service (peak period headways) with travel times based on the congested speeds from the A.M. peak period traffic assignment. Off-peak transit trips represent trips during the remaining 18 hours and are assigned to the off-peak transit service (off-peak headways) with travel times based on the congested road speeds from the off-peak traffic assignment.

Transit trips are all assigned as production to attraction rather than origin to destination. For example, a person who uses transit for work will be assigned as two trips from the home TAZ to the work TAZ rather than one trip in each direction. This is done so that the model can keep track of which end of the trip can use drive access. In order to convert to actual directional boardings, the assigned transit trips in each direction must be added together and then divided by two.

The transit vehicle times and drive access times are affected by congestion on the road network.

## VALIDATION/CALIBRATION

The conformity regulation requires documentation that the model results have been analyzed for reasonableness and compared to historical trends and explain any significant differences between

past trends and forecasts (for per capita vehicle-trips, VMT, trip lengths mode shares, time of day, etc.). In addition, documentation of how travel models are reasonably sensitive to changes in time, cost, and other factors affecting travel choices is required. The use of HPMS, or a locally developed count-based program or procedures that have been chosen to reconcile and calibrate the network-based travel model estimates of VMT must be documented.

*Supporting Documentation:*

The models were validated by comparing its estimates of base year traffic conditions with base year traffic counts. The base year validations meet standard criteria for replicating total traffic volumes on various road types and for percent error on links. The base year validation also meets standard criteria for percent error relative to traffic counts on groups of roads (screen-lines) throughout Fresno County.

For Serious and above nonattainment areas, transportation conformity guidance, Section 93.122(b)(3) of the conformity regulation states:

*Highway Performance Monitoring System (HPMS) estimates of vehicle miles traveled (VMT) shall be considered the primary measure of VMT within the portion of the nonattainment or maintenance area and for the functional classes of roadways included in HPMS, for urban areas which are sampled on a separate urban area basis. For areas with network-based travel models, a factor (or factors) may be developed to reconcile and calibrate the network-based travel model estimates of VMT in the base year of its validation to the HPMS estimates for the same period. These factors may then be applied to model estimates of future VMT. In this factoring process, consideration will be given to differences between HPMS and network-based travel models, such as differences in the facility coverage of the HPMS and the modeling network description Locally developed count-based programs and other departures from these procedures are permitted subject to the interagency consultation procedures.*

The Fresno COG Model traffic validation is based on several criteria, including vehicle-miles of travel, total volume by road type, and percent of links within acceptable limits.

Vehicle miles of travel (VMT) were estimated from the travel demand model by multiplying link volumes by link distances. The model estimates intrazonal trips (trips remaining within a TAZ) but does not assign these trips to the model road network. The intrazonal trips were multiplied by the estimated intrazonal distances to calculate intrazonal VMT. The Caltrans HPMS 2014 estimate of VMT in Fresno County was 22,574,620. The 2014 model base year estimated 23,053,713 VMT, which is 2.1% higher than the 2014 HPMS VMT target.

**FUTURE NETWORKS**

The conformity regulation requires that a listing of regionally significant projects and federally-funded non-regionally significant projects assumed in the regional emissions analysis be provided in the conformity documentation. In addition, all projects that are exempt must also be documented.

§93.106(a)(2)ii and §93.122(a)(1) requires that regionally significant additions or modifications to the existing transportation network that are expected to be open to traffic in each analysis year be documented for both Federally funded and non-federally funded projects (see Appendix B).

§93.122(a)(1) requires that VMT for non-regionally significant Federal projects is accounted for in the regional emissions analysis. It is assumed that all SJV MPOs include these projects in the transportation network (see Appendix B).

§93.126, §93.127, §93.128 require that all projects in the TIP/RTP that are exempt from conformity requirements or exempt from the regional emissions analysis be documented. In addition, the reason for the exemption (Table 2, Table 3, traffic signal synchronization) must also be documented (see Appendix B). It is important to note that the CTIPs exemption code is provided in response to FHWA direction.

*Supporting Documentation:*

The build highway networks include qualifying projects based on the 2019 FTIP and the 2018 RTP. Not all of the street and freeway projects included in the TIP/RTP qualify for inclusion in the highway network. Projects that call for study, design, or non-capacity improvements are not included in the networks. When these projects result in actual facility construction projects, the associated capacity changes are coded into the network as appropriate. Since the networks define capacity in terms of number of through traffic lanes, only construction projects that increase the lane-miles of through traffic are included.

Generally, Valley MPO highway networks include all roadways included in the county or cities classified system. These links typically include all freeways plus expressways, arterials, collectors and local collectors. Highway networks also include regionally significant planned local improvements from Transportation Impact Fee Programs and developer funded improvements required to mitigate the impact of a new development.

Small-scale local street improvements contained in the TIP/RTP are not coded on the highway network. Although not explicitly coded, traffic on collector and local streets is simulated in the models by use of abstract links called “centroid connectors”. These represent local streets and driveways which connect a neighborhood to a regionally-significant roadway. Model estimates of centroid connector travel are reconciled against HPMS estimates of collector and local street travel.

## **C.** TRAFFIC ESTIMATES

A summary of the population, employment, and travel characteristics for the Fresno Council of Governments transportation modeling area for each scenario in the Conformity Analysis is presented in Table 2-2.

**Table 2-2:**
**Traffic Network Comparison for Horizon Years Evaluated in Conformity Analysis**

| Horizon Year | Total Population | Employment | Average Weekday VMT | Total Lane Miles |
|---|---|---|---|---|
| 2018 | 1,016,700 | 387,800 | 25,261,762 | N/A |
| 2019 | 1,032,000 | 392,870 | 25,751,133 | N/A |
| 2020 | 1,047,440 | 398,050 | 25,897,367 | 6,757 |
| 2021 | 1,062,100 | 403,110 | 26,244,143 | N/A |
| 2023 | 1,092,100 | 412,010 | 26,988,710 | N/A |
| 2024 | 1,107,300 | 416,800 | 27,395,502 | N/A |
| 2027 | 1,150,000 | 430,000 | 28,566,624 | 6,914 |
| 2030 | 1,191,850 | 441,200 | 29,325,468 | N/A |
| 2031 | 1,205,000 | 445,000 | 29,629,563 | N/A |
| 2035 | 1,258,860 | 460,100 | 30,865,465 | 7,225 |
| 2037 | 1,284,200 | 466,800 | 31,542,186 | N/A |
| 2042 | 1,347,000 | 482,600 | 32,977,301 | 7,248 |

## D. VEHICLE REGISTRATIONS

Fresno Council of Governments does not estimate vehicle registrations, age distributions or fleet mix. Rather, current forecasted estimates for these data are developed by CARB and included in the EMFAC2014 model (http://www.arb.ca.gov/msei/onroad/latest_version.htm). EMFAC2014 is the most recent model for use in California conformity analyses. Vehicle registrations, age distribution and fleet mix are developed and included in the model by CARB and cannot be updated by the user. EPA issued a federal register notice on December 14, 2015 formally approving EMFAC2014 for conformity.

## E. STATE IMPLEMENTATION PLAN MEASURES

The air quality modeling procedures and associated spreadsheets contained in Chapter 3 Air Quality Modeling assume emission reductions consistent with the applicable air quality plans. The emission reductions assumed for these committed measures reflect the latest implementation status of these measures. Committed control measures in the applicable air quality plans that reduce mobile source emissions and are used in conformity, are summarized below.

### OZONE

Committed control measures in the 2007 8-hour Ozone Plan (as revised in 2015) for the 1997 Ozone standard that reduce mobile source emissions are shown in Table 2-3. However,

reductions from these control measures were not applied to this conformity analysis because they were not needed to demonstrate conformity.

**Table 2-3:**
**2007 Ozone Plan Measures Assumed in the Conformity Analysis**

| Measure Description | Pollutants |
|---|---|
| Existing Local Reductions: District Rule 9310 (School Bus Fleets) | Summer NOx |
| Existing State Reductions: Carl Moyer Program & AB 1493 GHG Standards | Summer ROG<br>Summer NOx |
| New/Proposed Local Reductions: District Rule 9410 (Employer Based Trip Reduction) | Summer ROG<br>Summer NOx |
| New/Proposed State Reductions: Smog Check & Reformulated Gas (RFG) | Summer ROG<br>Summer NOx |

NOTE: This table is consistent with the 2007 Ozone Plan (as revised in 2015) which was approved by EPA on July 8, 2016 (effective September 30, 2016). State reductions from the Carl Moyer, AB1493, Smog Check and RFG have been included in EMFAC2014.

No committed control measures are included in the 2008 ozone standard conformity demonstration.

**PM-10**

Committed control measures in the EPA approved 2007 PM-10 Maintenance Plan that reduce mobile source emissions and are included in the conformity demonstration are shown in Table 2-4. However, reductions from these control measures were not applied to this conformity analysis because they were not needed to demonstrate conformity.

**Table 2-4:**
**2007 PM-10 Maintenance Plan Measures Assumed in the Conformity Analysis**

| Measure Description | Pollutants |
|---|---|
| ARB existing Reflash, Idling, and Moyer | PM-10 annual exhaust<br>NOx annual exhaust |
| District Rule 8061: Paved and Unpaved Roads | PM-10 paved road dust<br>PM-10 unpaved road dust |
| District Rule 8021 Controls: Construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities | PM-10 road construction dust |

NOTE: State reductions from the Carl Moyer, Reflash and Idling have been included in EMFAC2014.

**PM2.5**

Committed control measures in the 2008 PM2.5 Plan (as revised) and 2012 PM2.5 Plan (as revised in 2015) that reduce mobile source emissions and are included in the conformity demonstration are shown in Table 2-5 and 2-6, respectively. However, reductions from these control measures were not applied to this conformity analysis because they were not needed to demonstrate conformity.

**Table 2-5:**
**2008 PM2.5 (1997 Standard) Plan Measures Assumed in the Conformity Analysis**

| Measure Description | Pollutants |
|---|---|
| Existing Local Reductions: District Rule 9310 (School Bus Fleets) | Annual PM2.5<br>Annual NOx |
| Existing State Reductions: Carl Moyer Program & AB 1493 GHG Standards | Annual PM2.5<br>Annual NOx |
| New/Proposed Local Reductions: District Rule 9410 (Employer Based Trip Reduction) | Annual PM2.5<br>Annual NOx |
| New/Proposed State Reductions:<br>Smog Check | Annual PM2.5<br>Annual NOx |

NOTE: This table is consistent with the 2008 PM2.5 Plan (as revised in 2011) as approved by EPA on November 9, 2011 (effective January 9, 2012). State reductions from the Carl Moyer, AB1493, and Smog Check have been included in EMFAC2014.

**Table 2-6:**
**2012 PM2.5 (2006 Standard) Plan Measures Assumed in the Conformity Analysis**

| Measure Description | Pollutants |
|---|---|
| Existing Local Reductions: District Rule 9310 (School Bus Fleets) | Annual PM2.5<br>Annual NOx |
| Existing State Reductions: Carl Moyer Program & AB 1493 GHG Standards | Annual PM2.5<br>Annual NOx |
| New/Proposed Local Reductions: District Rule 9410 (Employer Based Trip Reduction) | Annual PM2.5<br>Annual NOx |
| New/Proposed State Reductions:<br>Smog Check | Annual PM2.5<br>Annual NOx |

NOTE: This table is consistent with the 2012 PM2.5 Plan (as revised in 2015) approved by EPA on August 16, 2016 (effective September 30, 2016). State reductions from the Carl Moyer, AB1493 and Smog Check have been included in EMFAC2014.

# CHAPTER 3:
# AIR QUALITY MODELING

The model used to estimate vehicle exhaust emissions for ozone precursors and particulate matter is EMFAC2014. CARB emission factors for PM10 have been used to calculate re-entrained paved and unpaved road dust, and fugitive dust associated with road construction. For this conformity analysis, model inputs not dependent on the TIP or RTP are consistent with the applicable SIPs, which include:

- The 2007 Ozone Plan (1997 Standard), as revised in 2015, was approved by EPA on July 8, 2016 (effective September 30, 2016).
- The 2016 Ozone Plan (2008 standard) was adopted by the Air District on June 16, 2016 and subsequently adopted by the ARB on July 21, 2016. EPA found the new ozone budgets adequate on June 29, 2017 (effective July 14, 2017).
- The 2007 PM-10 Maintenance Plan (as revised in 2015) was approved by EPA on July 8, 2016 (effective September 30, 2016).
- The 2008 PM2.5 Plan (1997 Standards), as revised in 2011, was approved by EPA on November 9, 2011 (effective January 9, 2012).
- The 2012 PM2.5 Plan was approved by EPA on August 16, 2016 (effective September 30, 2016) inclusive of the revised conformity budgets and PM2.5 trading mechanism.

The conformity regulation requirements for the selection of the horizon years are summarized in Chapter 1; regional emissions have been estimated for the horizon years summarized in Table 1-6.

## A. EMFAC2014

The EMFAC model (short for EMission FACtor) is a computer emissions modeling software that estimates emission rates for motor vehicles for calendar years from 2000 to 2050 operating in California. Pollutant emissions for hydrocarbons, carbon monoxide, nitrogen oxides, particulate matter, lead, sulfur oxides, and carbon dioxide are output from the model. Emissions are calculated for passenger cars, light, heavy, and medium-duty trucks, motorcycles, buses and motor homes.

EMFAC is used to calculate current and future inventories of motor vehicle emissions at the state, county, air district, air basin, or MPO level. EMFAC contains default vehicle activity data that can be used to estimate a motor vehicle emissions inventory in tons/day for a specific year and season, and as a function of ambient temperature, relative humidity, vehicle population, mileage accrual, miles of travel, and vehicle speeds.

Section 93.111 of the conformity regulation requires the use of the latest emission estimation model in the development of conformity determinations. On December 30, 2014, ARB released EMFAC2014, which is the latest update to the EMFAC model for use by California State and local governments to meet Clean Air Act (CAA, 1990) requirements. Nearly a year later, on December 14, 2015, EPA announced the availability of this latest version of the California EMFAC model for use in SIP development in California. EMFAC2014 will be required for conformity analysis on or after December 14, 2017, or when conformity budgets modeled with EMFAC2014 are found adequate or approved by EPA.

A transportation data template has been prepared to summarize the transportation model output for use in EMFAC 2014. The template includes allocating VMT by speed bin by hour of the day. EMFAC2014 was used to estimate exhaust emissions for CO, ozone, PM-10, and PM2.5 conformity demonstrations consistent with the applicable air quality plan. Note that the statewide SIP measures documented in Chapter 2 are already incorporated in the EMFAC2014 model.

## B. ADDITIONAL PM-10 ESTIMATES

PM-10 emissions for re-entrained dust from travel on paved and unpaved roads will be calculated separately from roadway construction emissions. It is important to note that with the final approval of the 2007 PM-10 Maintenance Plan, EPA approved a methodology to calculate PM-10 emissions from paved and unpaved roads in future San Joaquin Valley conformity determinations. The Conformity Analysis uses these methodologies and estimates construction-related PM-10 emissions consistent with the 2007 PM-10 Maintenance Plan. The National Ambient Air Quality Standards for PM-10 consists of a 24-hour standard, which is represented by the motor vehicle emissions budgets established in the 2007 PM-10 Maintenance Plan. It is important to note that EPA revoked the annual PM-10 Standard on October 17, 2006. The PM-10 emissions calculated for the conformity analysis represent emissions on an annual average day and are used to satisfy the budget test.

### CALCULATION OF REENTRAINED DUST FROM PAVED ROAD TRAVEL

On January 13, 2011 EPA released a new method for estimating re-entrained road dust emissions from cars, trucks, buses, and motorcycles on paved roads. On February 4, 2011, EPA published the *Official Release of the January 2011 AP-42 Method for Estimating Re-Entrained Road Dust from Paved Roads* approving the January 2011 method for use in regional emissions analysis and beginning a two year conformity grace period, after which use of the January 2011 AP-42 method is required (e.g. February 4, 2013) in regional conformity analyses.

The road dust calculations have been updated to reflect this new methodology. More specifically, the emission factor equation and k value (particle size multiplier) have been updated accordingly. CARB default assumptions for roadway silt loading by roadway class, average vehicle weight,

and rainfall correction factor remain unchanged. Emissions are estimated for five roadway classes including freeways, arterials, collectors, local roads, and rural roads. Countywide VMT information is used for each road class to prepare the emission estimates.

**CALCULATION OF REENTRAINED DUST FROM UNPAVED ROAD TRAVEL**

The base methodology for estimating unpaved road dust emissions is based on a CARB methodology in which the miles of unpaved road are multiplied by the assumed VMT and an emission factor. In the 2007 PM-10 Maintenance Plan, it is assumed that all non-agricultural unpaved roads within the San Joaquin Valley receive 10 vehicle passes per day. An emission factor of 2.0 lbs PM-10/VMT is used for the unpaved road dust emission estimates. Emissions are estimated for city/county maintained roads.

**CALCULATION OF PM-10 FROM ROADWAY CONSTRUCTION**

Section 93.122(e) of the Transportation Conformity regulation requires that PM-10 from construction-related fugitive dust be included in the regional PM-10 emissions analysis, if it is identified as a contributor to the nonattainment problem in the PM-10 implementation plan. The emission estimates are based on a CARB methodology in which the miles of new road built are converted to acres disturbed, which is then multiplied by a generic project duration (i.e., 18 months) and an emission rate. Emission factors are unchanged from the previous estimates at 0.11 tons PM-10/acre-month of activity. The emission factor includes the effects of typical control measures, such as watering, which is assumed to reduce emissions by about 50%. Updated activity data (i.e., new lane miles of roadway built) is estimated based on the highway and transit construction projects in the TIP/RTP.

**PM-10 TRADING MECHANISM**

The PM-10 SIP allows trading from the motor vehicle emissions budget for the PM-10 precursor NOx to the motor vehicle emissions budget for primary PM-10 using a 1.5 to 1 ratio. The trading mechanism will be used only for conformity analyses for analysis years after 2005.

## C. PM2.5 APPROACH

EPA and FHWA have indicated that areas violating both the annual and 24-hour standards for PM2.5 must address all standards in the conformity determination. The San Joaquin Valley currently violates both the 1997 and 2012 annual PM2.5 standards, and the 1997 and 2006 24-hour PM2.5 standards; thus the conformity determination includes analyses to all PM2.5 standards.

The following PM2.5 approach addresses the 1997 (annual and 24-hour), the 2012 (annual), and the 2006 24-hour standards:

EMFAC2014 incorporates data for temperature and relative humidity that vary by geographic area, calendar year and season. The annual average represents an average of all the monthly inventories. A winter average represents an average of the California winter season (October

through February). EMFAC will be run to estimate direct PM2.5 and NOx emissions from motor vehicles for an annual or winter average day as described below.

EPA guidance indicates that State and local agencies need to consider whether VMT varies during the year enough to affect PM2.5 annual emission estimates. The availability of seasonal or monthly VMT data and the corresponding variability of that data need to be evaluated.

PM2.5 areas that are currently using network based travel models must continue to use them when calculating annual emission inventories. The guidance indicates that the interagency consultation process should be used to determine the appropriate approach to produce accurate annual inventories for a given nonattainment area. Whichever approach is chosen, that approach should be used consistently throughout the analysis for a given pollutant or precursor. The interagency consultation process should also be used to determine whether significant seasonal variations in the output of network based travel models are expected and whether these variations would have a significant impact on PM2.5 emission estimates.

The SJV MPOs all use network based travel models. However, the models only estimate average weekday VMT. The SJV MPOs do not have the data or ability to estimate seasonal variation at this time. Data collection and analysis for some studies are in the preliminary phases and cannot be relied upon for other analyses. Some statewide data for the seasonal variation of VMT on freeways does exist. However, traffic patterns on freeways do not necessarily represent the typical traffic pattern for local streets and arterials.

In many cases, traffic counts are sponsored by the MPOs and conducted by local jurisdictions. While some local jurisdictions may collect weekend or seasonal data, typical urban traffic counts occur on weekdays (Tuesday through Thursday). Data collection must be more consistent in order to begin estimation of daily or seasonal variation.

The SJV MPOs believe that the average annual day calculated from the current traffic models and EMFAC2014 represent the most accurate VMT data available. The MPOs will continue to discuss and research options that look at how VMT varies by month and season according to the local traffic models.

It is important to note that the guidance indicates that EPA expects the most thorough analysis for developing annual inventories will occur during the development of the SIP, taking into account the needs and capabilities of air quality modeling tools and the limitations of available data. Prior to the development of the SIP, State and local air quality and transportation agencies may decide to use simplified methods for regional conformity analyses.

The regional emissions analyses in PM2.5 nonattainment areas must consider directly emitted PM2.5 motor vehicle emissions from tailpipe, brake wear, and tire wear. In California, areas will use EMFAC2014. As indicated under the Conformity Test Requirements, re-entrained road dust and construction-related fugitive dust from highway or transit projects is not included at this time. In addition, NOx emissions are included; however, VOC, SOx, and ammonia emissions are not.

*1997 Standard* – Since EPA did not take action on the 2017 PM2.5 Plan, the 2008 PM2.5 Plan budgets will continue to be used in this conformity analysis. The 2008 PM2.5 Plan (as revised in 2011) was approved by EPA on November 9, 2011 (effective January 9, 2012) and contains

motor vehicle emission budgets for PM2.5 and NOx established based on average annual daily emissions. The annual inventory methodology contained in the 2008 PM2.5 Plan (as revised in 2011) and used to establish emissions budgets is consistent with the methodology used herein. The motor vehicle emissions budget for PM2.5 includes directly emitted PM2.5 motor vehicle emissions from tailpipe, brake wear and tire wear. VOC, SOx, ammonia, and dust (from paved roads, unpaved roads, and road construction) were found to be insignificant and not included in the motor vehicle emission budgets for conformity purposes.

*2006 Standard* – Since EPA has not did not take action on the 2017 PM2.5 Plan, the 2012 PM2.5 Plan (as revised in 2015) budgets will continue to be used in this conformity analysis. On January 20, 2016, EPA finalized reclassification of the San Joaquin Valley to Serious nonattainment for the 2006 24-hour PM2.5 Standard. On August 16, 2016, the 2012 PM2.5 Plan was approved by EPA including the revised conformity budgets and a trading mechanism (effective September 30, 2016). The 2012 PM2.5 Plan (as revised in 2015) contains motor vehicle emission budgets for PM2.5 and NOx established based on average winter daily emissions. The winter inventory methodology contained in the 2012 Plan and used to establish emissions budgets is consistent with the methodology used herein. The motor vehicle emissions budget for PM2.5 include directly emitted PM2.5 motor vehicle emissions from tailpipe, brake wear and tire wear. VOC, SOx, ammonia, and dust (from paved roads, unpaved roads, and road construction) were found to be insignificant and not included in the motor vehicle emission budgets for conformity purposes. It is important to note that the 2006 24-hour PM2.5 nonattainment area boundary for the San Joaquin Valley is exactly the same as the nonattainment area boundary for the 1997 PM2.5 standards.

*2012 Standard* – EPA's nonattainment area designations for the 2012 PM2.5 standard became effective on April 15, 2015. Conformity applies one year after the effective date (April 15, 2016). In accordance with Section 93.109(i)(3) of the federal transportation conformity rule, if a 2012 PM2.5 area has adequate or approved SIP budgets that address the annual 1997 standards, it must use the budget test until new 2012 PM2.5 standard budgets are found adequate or approved. It is important to note that the 2012 annual PM2.5 nonattainment area boundary for the San Joaquin Valley is exactly the same as the nonattainment area boundary for the 1997 and 2006 PM2.5 standards. Since EPA did not take action on the 2017 PM2.5 Plan, the 2008 PM2.5 Plan (as revised in 2011) budgets will continue to be used in this conformity analysis.

## 1997 and 2012 PM2.5 TRADING MECHANISM

Since EPA did not take action on the 2017 PM2.5 Plan, consistent with the PM2.5 implementation rule, the 2008 PM2.5 Plan budgets and trading mechanism will continue to be used in this conformity analysis.

The 2008 PM2.5 SIP (as revised in 2011) allows trading from the motor vehicle emissions budget for the PM2.5 precursor NOx to the motor vehicle emissions budget for primary PM2.5 using a 9 to 1 ratio. This trading mechanism will be used for the 1997 annual and 24-hour hour and 2012 PM2.5 standard conformity analyses for analysis years after 2014.

**2006 PM2.5 TRADING MECHANISM**

Since EPA did not take action on the 2017 PM2.5 Plan, consistent with the PM2.5 implementation rule, the 2012 PM2.5 Plan budgets and trading mechanism will continue to be used in this conformity analysis.

On August 16, 2016 EPA approved the 2012 PM2.5 SIP including the PM2.5 trading mechanism that allows trading from the motor vehicle emissions budget for the PM2.5 precursor NOx to the motor vehicle emissions budget for primary PM-2.5 using an 8 to 1 ratio. This trading mechanism will be used for the 2006 24-hour PM2.5 standard conformity analysis for analysis years after 2014.

## D. SUMMARY OF PROCEDURES FOR REGIONAL EMISSIONS ESTIMATES

New step-by-step air quality modeling instructions were developed for SJV MPO use with EMFAC2014. These instructions were originally provided for interagency consultation in May 2016. EPA, FHWA, and ARB concurred. The EMFAC instructions were subsequently updated to include appropriate conformity analysis years for the 2019 FTIP and 2018 RTP; IAC concurrence was received in January 2018.

Documentation of the conformity analysis for the 2019 FTIP and 2018 RTP is provided in Appendix C, including:

- 2018 RTP Conformity EMFAC Spreadsheet
- 2018 RTP Conformity Paved Road Spreadsheet
- 2018 RTP Conformity Unpaved Road Dust Spreadsheet
- 2018 RTP Conformity Construction Spreadsheet
- 2018 RTP Conformity Totals Spreadsheet
- 2018 RTP PM10 Trading Spreadsheet

# CHAPTER 4:
# TRANSPORTATION CONTROL MEASURES

This chapter provides an update of the current status of transportation control measures identified in applicable implementation plans. Requirements of the Transportation Conformity regulation relating to transportation control measures (TCMs) are presented first, followed by a review of the applicable air quality implementation plans and TCM findings for the TIP/RTP.

## A. TRANSPORTATION CONFORMITY REGULATION REQUIREMENTS FOR TCMS

The Transportation Conformity regulation requires that the TIP/RTP "must provide for the timely implementation of TCMs in the applicable implementation plan." The Federal definition for the term "transportation control measure" is provided in 40 CFR 93.101:

> "any measure that is specifically identified and committed to in the applicable implementation plan that is either one of the types listed in Section 108 of the CAA [Clean Air Act], or any other measure for the purpose of reducing emissions or concentrations of air pollutants from transportation sources by reducing vehicle use or changing traffic flow or congestion conditions. Notwithstanding the first sentence of this definition, vehicle technology based, fuel-based, and maintenance-based measures which control the emissions from vehicles under fixed traffic conditions are not TCMs for the purposes of this subpart."

In the Transportation Conformity regulation, the definition provided for the term "applicable implementation plan" is:

> "Applicable implementation plan is defined in section 302(q) of the CAA and means the portion (or portions) of the implementation plan, or most recent revision thereof, which has been approved under section 110, or promulgated under section 110(c), or promulgated or approved pursuant to regulations promulgated under section 301(d) and which implements the relevant requirements of the CAA."

Section 108(f)(1) of the Clean Air Act as amended in 1990 lists the following transportation control measures and technology-based measures:

(i) programs for improved public transit;

(ii) restriction of certain roads or lanes to, or construction of such roads or lanes for use by, passenger buses or high occupancy vehicles;

(iii) employer-based transportation management plans, including incentives;

(iv) trip-reduction ordinances;

(v) traffic flow improvement programs that achieve emission reductions;

(vi) fringe and transportation corridor parking facilities serving multiple occupancy vehicle programs or transit service;

(vii) programs to limit or restrict vehicle use in downtown areas or other areas of emission concentration particularly during periods of peak use;

(viii) programs for the provision of all forms of high-occupancy, shared-ride services;

(ix) programs to limit portions of road surfaces or certain sections of the metropolitan area to the use of non-motorized vehicles or pedestrian use, both as to time and place;

(x) programs for secure bicycle storage facilities and other facilities, including bicycle lanes, for the convenience and protection of bicyclists, in both public and private areas;

(xi) programs to control extended idling of vehicles;

(xii) programs to reduce motor vehicle emissions, consistent with title II, which are caused by extreme cold start conditions;

(xiii) employer-sponsored programs to permit flexible work schedules;

(xiv) programs and ordinances to facilitate non-automobile travel, provision and utilization of mass transit, and to generally reduce the need for single occupant vehicle travel, as part of transportation planning and development efforts of a locality, including programs and ordinances applicable to new shopping centers, special events, and other centers of vehicle activity;

(xv) programs for new construction and major reconstructions of paths, tracks or areas solely for the use by pedestrian or other non-motorized means of transportation when economically feasible and in the public interest. For purposes of this clause, the Administrator shall also consult with the Secretary of the Interior; and

(xvi) program to encourage the voluntary removal from use and the marketplace of pre-1980 model year light duty vehicles and pre-1980 model light duty trucks.

**TCM REQUIREMENTS FOR A TRANSPORTATION PLAN**

The EPA regulations in 40 CFR 93.113(b) indicate that transportation control measure requirements for transportation plans are satisfied if two criteria are met:

> "(1) The transportation plan, in describing the envisioned future transportation system, provides for the timely completion or implementation of all TCMs in the applicable implementation plan which are eligible for funding under Title 23 U.S.C. or the Federal Transit Laws, consistent with schedules included in the applicable implementation plan.
>
> (2) Nothing in the transportation plan interferes with the implementation of any TCM in the applicable implementation plan."

### TCM REQUIREMENTS FOR A TRANSPORTATION IMPROVEMENT PROGRAM

Similarly, in 40 CFR Section 93.113(c), EPA specifies three TCM criteria applicable to a transportation improvement program:

> "(1) An examination of the specific steps and funding source(s) needed to fully implement each TCM indicates that TCMs which are eligible for funding under title 23 U.S.C. or the Federal Transit Laws are on or ahead of the schedule established in the applicable implementation plan, or, if such TCMs are behind the schedule established in the applicable implementation plan, the MPO and DOT have determined that past obstacles to implementation of the TCMs have been identified and have been or are being overcome, and that all State and local agencies with influence over approvals or funding for TCMs are giving maximum priority to approval or funding of TCMs over other projects within their control, including projects in locations outside the nonattainment or maintenance area;
>
> (2) If TCMs in the applicable implementation plan have previously been programmed for Federal funding but the funds have not been obligated and the TCMs are behind the schedule in the implementation plan, then the TIP cannot be found to conform:
>
> - if the funds intended for those TCMs are reallocated to projects in the TIP other than TCMs, or
> - if there are no other TCMs in the TIP, if the funds are reallocated to projects in the TIP other than projects which are eligible for Federal funding intended for air quality improvement projects, e.g., the Congestion Mitigation and Air Quality Improvement Program;
>
> (3) Nothing in the TIP may interfere with the implementation of any TCM in the applicable implementation plan."

## B. APPLICABLE AIR QUALITY IMPLEMENTATION PLANS

Only transportation control measures from applicable implementation plans for the San Joaquin Valley region are required to be updated for this analysis. For this conformity analysis, the applicable implementation plans, according to the definition provided at the start of this chapter, are summarized below.

### APPLICABLE IMPLEMENTATION PLAN FOR OZONE

The 2007 Ozone Plan (as revised in 2015) was approved by EPA on July 8, 2016 (effective September 30, 2016). The 2016 Ozone Plan is currently under EPA review. However, both Plans do not include new TCMs for the San Joaquin Valley.

### APPLICABLE IMPLEMENTATION PLAN FOR PM-10

The 2007 PM-10 Maintenance Plan (as revised in 2015) was approved by EPA on July 8, 2016 (effective September 30, 2016). No new local agency control measures were included in the Plan.

The Amended 2003 PM-10 Plan was approved by EPA on May 26, 2004 (effective June 25, 2004). A local government control measure assessment was completed for this plan. The analysis focused on transportation-related fugitive dust emissions, which are not TCMs by definition. The local government commitments are included in the *Regional Transportation Planning Agency Commitments for Implementation Document, April 2003*.

However, the *Amended 2002 and 2005 Ozone Rate of Progress Plan* contains commitments that reduce ozone related emissions; these measures are documented in the *Regional Transportation Planning Agency Commitments for Implementation Document, April 2002.* These commitments are included by reference in the Amended 2003 PM-10 Plan to provide emission reductions for precursor gases and help to address the secondary particulate problem. Since these commitments are included in the Plan by reference, the commitments were approved by EPA as TCMs.

### APPLICABLE IMPLEMENTATION PLAN FOR PM2.5

The 2012 PM2.5 Plan was approved by EPA on August 16, 2016 (effective September 30, 2016). The 2008 PM2.5 Plan (as revised in 2011) was approved by EPA on November 9, 2011 (effective January 9, 2012). However, the Plans do not include any additional TCMs for the San Joaquin Valley.

## C. IDENTIFICATION OF 2002 RACM THAT REQUIRE TIMELY IMPLEMENTATION DOCUMENTATION

As part of the 2004 Conformity Determination, FHWA requested that each SIP (Reasonably Available Control Measure - RACM) commitment containing federal transportation funding and a transportation project and schedule be addressed more specifically. FHWA verbally requested documentation that the funds were obligated and the project was implemented as committed to in the SIP.

The RTPA Commitment Documents, Volumes One and Two, dated April 2002 (Ozone RACM) were reviewed, using a "Summary of Commitments" table. Commitments that contain specific Federal funding/transportation projects/schedules were identified for further documentation. In some cases, local jurisdictions used the same Federal funding/transportation projects/schedules for various measures; these were identified as combined with ("comb w/") reference as appropriate. A not applicable ("NA") was noted where federally-funded project is vehicle technology based, fuel based, and maintenance based measures (e.g., LEV program, retrofit programs, clean fuels - CNG buses, etc.).

In addition, the RTPA Commitment Document, Volume Three, dated April 2003 (PM-10 BACM) was reviewed, using the Summary of Commitments table. Commitments that contain specific Congestion Mitigation and Air Quality (CMAQ) funding for the purchase and/or

operation of street sweeping equipment have been identified. Only one commitment (Fresno - City of Reedley) was identified.

The Project TID Table was developed to provide implementation documentation necessary for the measures identified. Detailed information is summarized in the first five columns, including the commitment number, agency, description, funding and schedule (if applicable).

For each project listed, the TIP in which the project was programmed, as well as the project ID and description have been provided. In addition, the current implementation status of the project has been included (e.g., complete, under construction, etc). MPO staff determined this information in consultation with the appropriate local jurisdiction. Any projects not implemented according to schedule or project changes are explained in the project status column. These explanations are consistent with the guidance and regulations provided in the Transportation Conformity regulation.

Supplemental documentation was provided to FHWA in August and September 2004 in response to requests for information on timely implementation of TCMs in the San Joaquin Valley. The supplemental documentation included the approach, summary of interagency consultation correspondence, and three tables completed by each of the eight MPOs. The Supplemental Documentation was subsequently approved by FHWA as part of the 2004 Conformity Determination.

The Project TID table that was prepared at the request of FHWA for the 2004 Conformity Analysis, has been updated in each subsequent conformity analysis. This documentation has been updated as part of this Conformity Analysis. A summary of this information is provided in Appendix D.

In March 2005, the SJV MPOs began interagency consultation with FHWA and EPA to address outstanding RACM/TCM issues. In general, criteria were developed to identify commitments that require timely implementation documentation. The criteria were applied to the 2002 RACM Commitments approved by reference as part of the Amended 2003 PM-10 Plan. In April 2006, EPA transmitted final tables that identified the approved RACM commitments that require timely implementation documentation for the Conformity Analysis. Subsequently, an approach to provide timely implementation documentation was developed in consultation with FHWA.

A new 2002 RACM TID Table was prepared in 2006 to address the more general RACM commitments that require additional timely implementation documentation per EPA. A brief summary of the commitment, including finite end dates if applicable, is included for each measure. The MPOs provided a status update regarding implementation in consultation with their member jurisdictions. If a specific project has been implemented, it is included in the Project TID Table under "Additional Projects Identified". This documentation was included in the Conformity Analysis for the 2007 TIP and 2004 RTP (as amended) that was approved by FHWA in October 2006, as well as the 2015 TIP and 2014 RTP as amended. The 2002 RACM TID Table has been updated as part of this Conformity Analysis. A summary of this information is provided in Appendix D.

## D. TCM FINDINGS FOR THE TIP AND REGIONAL TRANSPORTATION PLAN

Based on a review of the transportation control measures contained in the applicable air quality plans, as documented in the two tables contained in Appendix D, the required TCM conformity findings are made below:

> The TIP/RTP provide for the timely completion or implementation of the TCMs in the applicable air quality plans. In addition, nothing in the TIP or RTP interferes with the implementation of any TCM in the applicable implementation plan, and priority is given to TCMs.

## E. RTP CONTROL MEASURE ANALYSIS IN SUPPORT OF 2003 PM-10 PLAN

In May 2003, the San Joaquin Valley MPO Executive Directors committed to conduct feasibility analyses as part of each new RTP in support of the 2003 PM-10 Plan. This commitment was retained in the 2007 PM-10 Maintenance Plan. In accordance with this commitment, Fresno Council of Governments undertook a process to identify and evaluate potential control measures that could be included in the 2018 RTP. The analysis of additional measures included verification of the feasibility of the measures in the PM-10 Plan BACM analysis, as well as an analysis of new PM-10 commitments from other PM-10 nonattainment areas.

A summary of the process to identify potential long-range control measures analysis and results to be evaluated as part of the RTP development was transmitted to the Interagency Consultation (IAC) partners for review. FHWA and EPA concurred with the summary of the long-range control measure approach in September 2009.

The Local Government Control Measures considered in the PM-10 Plan BACM analysis that were considered for inclusion in the 2018 RTP included:

- Paving or Stabilizing Unpaved Roads and Alleys
- Curbing, Paving, or Stabilizing Shoulders on Paved Roads
- Frequent Routine Sweeping or Cleaning of Paved Roads (i.e., funding allocation for the purchase of PM-10 efficient street sweepers for member jurisdictions)
- Repave or Overlay Paved Roads with Rubberized Asphalt

It is important to note that the first three measures considered in the PM-10 Plan BACM analysis (i.e., access points, street cleaning requirements, and erosion clean up) are not applicable for inclusion in the RTP.

With the adoption of each new RTP, the MPOs will consider the feasibility of these measures, as well as identify any other new PM-10 measures that would be relevant to the San Joaquin Valley. Fresno Council of Governments also considered PM-10 commitments from other PM-10 nonattainment areas that had been developed since the previous RTP was approved. Federal

websites were reviewed for any PM-10 plans that have been approved since 2012. New PM-10 plans that have been reviewed include:

A. West Pinal County, AZ Moderate PM-10 Nonattainment Area SIP, submitted December 21, 2015 (EPA approval effective May 31, 2017). Contingency measures include paving or chemically stabilizing unpaved roads.

B. Owens Valley, CA Serious PM-10 Nonattainment Area SIP, submitted June 9, 2016 (EPA approval effective April 12, 2017). Road dust was determined to be below de minimis thresholds and no mobile source control measures were adopted.

C. Mammoth Lake, CA PM-10 Redesignation Request and Maintenance Plan, submitted October 21, 2014 (EPA approval effective November 4, 2015). The Mammoth Lake general plan places a cap on the growth of VMT. Contingency measures include improved street sweeping procedures and reduced use of volcanic cinders on roadways.

D. Las Vegas, NV Serious PM-10 Redesignation Request and Maintenance Plan, submitted September 7, 2012 (EPA approval effective November 5, 2014). Most stringent measures were introduced in 2001. Stabilization of unpaved roads including paving roads with volumes over 150 vehicles per day. Paved road sweeping and mitigation measures.

E. Payson, AZ PM-10 Limited Maintenance Plan submitted January 23, 2012 (EPA approval effective May 19, 2014). Contingency measures include paving or chemically stabilizing unpaved roads.

F. South Coast, CA PM-10 Redesignation Request and Maintenance Plan submitted April 28, 2010 (EPA approval effective July 26, 2013). No PM-10 specific dust control measures cited for mobile sources.

G. Juneau's Mendenhall Valley, AK PM-10 Limited Maintenance Plan submitted February 20, 2009 (EPA approval effective July 8, 2013). The attainment plan control measures included optimizing sanding and de-icing materials to minimize entrainment, spring street sweeping, and paving of dirt roads. No additional measures were identified for the LMP to continue attainment of the NAAQS. Contingency measures include paving of dirt roads and stabilization of unpaved shoulders.

H. Eugene-Springfield, OR PM-10 Redesignation Request and Limited Maintenance Plan submitted January 13, 2012 (EPA approval effective June 10, 2013). Motor vehicles were not identified as a significant source and no control measures were included for onroad mobile sources.

I. Sandpoint, ID PM-10 Limited Maintenance Plan submitted December 12, 2011 (EPA approval effective May 23, 2013). Ordinances require the application of certain types of sand in the winter along with increased street sweeping.

Based on review of commitments from other PM-10 nonattainment areas that have been developed since the previous RTP, no additional on-road fugitive dust controls measures are available for consideration.

Based on consultation with CARB and the Air District, Fresno Council of Governments considered priority funding allocations in the 2018 RTP for PM-10 and NOx emission reduction projects in the post-attainment year timeframe that go beyond the emission reduction commitments made for the attainment year 2010 for the following four measures:

(1) Paving or Stabilizing Unpaved Roads and Alleys

(2) Curbing, Paving, or Stabilizing Shoulders on Paved Roads

(3) Frequent Routine Sweeping or Cleaning of Paved Roads (i.e., funding allocation for the purchase of PM-10 efficient street sweepers for member jurisdictions); and

(4) Repave or Overlay Paved Roads with Rubberized Asphalt

Fresno COG continues to actively include the reduction of PM10 emissions (typical projects above list #1 through #3) in the Congestion Mitigation and Air Quality (CMAQ) Improvement Program. PM10 is included in the "Project Category Goals". PM10 is evaluated and prioritized in the CMAQ Scoring Criteria under the "Air Pollutant Emission Reduction" Category (20 points possible out of 100) as well as receiving consideration in the "Subjective Evaluation" (18 points possible out of 100). PM10 projects also are given priority if they meet the criteria of being cost-effective (30 points out of 100) Information regarding Fresno COG's CMAQ Program can be found at: http://www.fresnocog.org/.

Fresno COG has explored the feasibility of incorporating the use of rubberized asphalt in repave or overlay projects. Currently, California Department of Transportation (Caltrans) incorporates rubberized asphalt as general policy to meet recycled content requirements on high volume state highway facilities. Caltrans is required by AB 338 (Levine) to incrementally phase in increased use of rubberized-asphalt concrete (RAC) not less than 25% by ton after January 1, 2010 and not less than 35% by ton after January 1, 2013. Caltrans (District 6) found that rubberized asphalt is problematic when used where traffic stops and starts (i.e., signalized local streets). The material has been found to break down prematurely and tends to "shove and tear" in stop-and-go traffic applications. Rubberized asphalt has been found to have useful application for noise reduction purposes. There is work currently in process to develop commercial viability of low-greenhouse gas Portland Cement Concrete which may be preferable to rubberized asphalt for greenhouse gas reduction.

The application of rubberized asphalt technology can reduce tire wear dust (PM10). The cost effectiveness for roads with annual daily traffic of 2,500 vehicles per lane mile per day is estimated at $4,290,000 per ton. (*Analysis of Particulate Control Measures Effectiveness Interim Report #2, Sierra Research, February 15, 2007; Maricopa, Arizona, Association of Governments).* The limitations imposed by the high cost and limited applicability to free flowing

high volume highway use prove to make this of limited application on local streets in the Fresno region.

Rubberized asphalt is incorporated in transportation projects where it is feasible. Fresno COG will continue to explore the feasibility of new technology in the reduction of transportation sources of air pollutant emissions.

# CHAPTER 5:
# INTERAGENCY CONSULTATION

The requirements for consultation procedures are listed in the Transportation Conformity Regulations under section 93.105. Consultation is necessary to ensure communication and coordination among air and transportation agencies at the local, State and Federal levels on issues that would affect the conformity analysis such as the underlying assumptions and methodologies used to prepare the analysis. Section 93.105 of the conformity regulation notes that there is a requirement to develop a conformity SIP that includes procedures for interagency consultation, resolution of conflicts, and public consultation as described in paragraphs (a) through (e). Section 93.105(a)(2) states that prior to EPA approval of the conformity SIP, "MPOs and State departments of transportation must provide reasonable opportunity for consultation with State air agencies, local air quality and transportation agencies, DOT and EPA, including consultation on the issues described in paragraph (c)(1) of this section, before making conformity determinations." The Air District adopted Rule 9120 Transportation Conformity on January 19, 1995 in response to requirements in Section 176(c)(4)(c) of the Clean Air Act as amended in 1990. Since EPA has not approved Rule 9120 (the conformity SIP), the conformity regulation requires compliance with 40 CFR 93.105 (a)(2) and (e) and 23 CFR 450.

Section 93.112 of the conformity regulation requires documentation of the interagency and public consultation requirements according to Section 93.105. A summary of the interagency consultation and public consultation conducted to comply with these requirements is provided below. Appendix E includes the public meeting process documentation. The responses to comments received as part of the public comment process are included in Appendix F.

## A. INTERAGENCY CONSULTATION

Consultation is generally conducted through the San Joaquin Valley Interagency Consultation Group (combination of previous Model Coordinating Committee and Programming Coordinating Group). The San Joaquin Valley Interagency Consultation (IAC) Group has been established by the Valley Transportation Planning Agency's Director's Association to provide a coordinated approach to valley transportation planning and programming (Transportation Improvement Program, Regional Transportation Plan, and Amendments), transportation conformity, climate change, and air quality (State Implementation Plan and Rules). The purpose of the group is to ensure Valley wide coordination, communication and compliance with Federal and California Transportation Planning and Clean Air Act requirements. Each of the eight Valley MPOs and the Air District are represented. In addition, the Federal Highway Administration, Federal Transit Administration, the Environmental Protection Agency, the California Air Resources Board and Caltrans (Headquarters, District 6, and District 10) are all represented. The IAC Group meets approximately quarterly.

The draft boilerplate conformity document was distributed for interagency consultation on January 9, 2018. Comments received have been addressed and incorporated into this version of the analysis.

In addition, the CMAQ Policy Threshold Evaluation was transmitted for interagency consultation on January 25, 2018. No changes to the CMAQ Policy were recommended. The San Joaquin Valley MPO CMAQ policy contains language that says the cost-effectiveness threshold will be evaluated with every FTIP; whereas, the policy itself is to be reviewed with every RTP. As part of the 2019 FTIP development, the threshold was reviewed. The review indicated that a threshold should be retained at the current $45/lb level. No adverse comments were received

The draft 2019 FTIP and 2018 RTP and the corresponding Conformity Analysis were released on April 5, 2018 for a 55-day public comment period, followed by Board adoption on July 26, 2018. Federal approval is anticipated on or before December 31, 2018.

The conformity analysis for the 2019 FTIP and 2018 RTP was developed in consultation with Fresno Council of Governments local partner agencies, including member jurisdictions, Caltrans, and local transit agencies.

Interagency consultation also included the local transportation providers in the MPO region. Fresno COG has a Memorandum of Understanding (MOU) with Fresno Area Express (FAX), Fresno County Rural Transit Agency (FCRTA) and Clovis Stageline Transit Services (Clovis Transit) regarding transit planning in Fresno County. The conformity analysis for the 2019 FTIP and 2018 RTP were developed in consultation with these transit agencies, as well as the 15 incorporated cities and the County of Fresno. The Fresno Council of Governments worked with these providers through the Fresno COG Transportation Technical Committee, the Policy Advisory Committee and the Fresno COG Policy Board to develop and approve the FTIP/RTP, and the corresponding conformity analysis. In addition to the cities and the county, many of these committees include representatives from Caltrans District 6. The work on this FTIP/RTP update was announced to our public board and committee meetings and was included as agenda items for the monthly committee meetings. In addition, Fresno COG publishes two electronic newsletters: the monthly "COG Board Actions Newsletter" and the weekly "Coming Up…At Fresno COG" which are widely distributed to all interested individuals and stakeholders.

## B. PUBLIC CONSULTATION

In general, agencies making conformity determinations shall establish a proactive public involvement process that provides opportunity for public review and comment on a conformity determination for FTIPs/RTPs. In addition, all public comments must be addressed in writing.

All MPOs in the San Joaquin Valley have standard public involvement procedures. Fresno Council of Governments has an adopted consultation process and policy for conformity analysis which includes a 30-day public notice and comment period followed by a public hearing. A public meeting is also conducted prior to adoption and all public comments are responded to in writing. The Appendices contain corresponding documentation supporting the public involvement procedures.

# CHAPTER 6:
# TIP AND RTP CONFORMITY

The principal requirements of the transportation conformity regulation for TIP/RTP assessments are: (1) the TIP and RTP must pass an emissions budget test with a budget that has been found to be adequate by EPA for transportation conformity purposes, or an interim emission test; (2) the latest planning assumptions and emission models must be employed; (3) the TIP and RTP must provide for the timely implementation of transportation control measures (TCMs) specified in the applicable air quality implementation plans; and (4) consultation. The final determination of conformity for the TIP/RTP is the responsibility of the Federal Highway Administration and the Federal Transit Administration.

The previous chapters and the appendices present the documentation for all of the requirements listed above for conformity determinations except for the conformity test results. Prior chapters have also addressed the updated documentation required under the transportation conformity regulation for the latest planning assumptions and the implementation of transportation control measures specified in the applicable air quality implementation plans.

This chapter presents the results of the conformity tests, satisfying the remaining requirement of the transportation conformity regulation. Separate tests were conducted for ozone, PM-10 and PM2.5 (1997 and 2012 PM2.5 standards, and 2006 24-hour PM2.5 standards). The applicable conformity tests were reviewed in Chapter 1. For each test, the required emissions estimates were developed using the transportation and emission modeling approaches required under the transportation conformity regulation and summarized in Chapters 2 and 3. The results are summarized below, followed by a more detailed discussion of the findings for each pollutant. Table 6-1 presents results for ozone (ROG/NOx), PM-10 (PM-10/NOx), and PM2.5 (PM2.5/NOx) respectively, in tons per day for each of the horizon years tested.

1997 Ozone:

For 1997 8-hour ozone[5], the applicable conformity test is the emissions budget test, using the 2007 Ozone Plan (as revised in 2015) budgets established for ROG and NOx for an average summer (ozone) season day. EPA approved the Plan and conformity budgets (as revised in 2015) on July 8, 2016 (effective September 30, 2016). The modeling results for all analysis years indicate that the on-road vehicle ROG and NOx emissions predicted for each of the "Build" scenarios are less than the emissions budgets. The TIP/RTP therefore satisfy the conformity emissions test for volatile organic compounds and nitrogen oxides.

[5] Note that FHWA/FTA *Interim Guidance on Conformity Requirements for the 1997 Ozone NAAQS* issued on April 23 does not require that areas in non-attainment of the 2008 Ozone Standard address 1997 ozone in their regional conformity analyses at this time. However, the SJV MPOs have voluntarily included 1997 ozone conformity demonstration for the 2018 RTP/2019 TIP to minimize project delivery risk.

2008 Ozone:

For 2008 8-hour ozone, the applicable conformity test is the emissions budget test, using the 2016 Ozone Plan budgets established for ROG and NOx for an average summer (ozone) season day. EPA found 2016 Ozone Plan conformity budgets adequate on June 29, 2017 (effective July 14, 2017). The modeling results for all analysis years indicate that the on-road vehicle ROG and NOx emissions predicted for each of the "Build" scenarios are less than the emissions budgets. The TIP/RTP therefore satisfy the conformity emissions test for volatile organic compounds and nitrogen oxides.

PM-10:

For PM-10, the applicable conformity test is the emissions budget test, using the 2007 PM-10 Maintenance Plan budgets for PM-10 and NOx. This Plan revisions including conformity budgets was approved by EPA on July 8, 2016 (effective September 30, 2016). The modeling results for all analysis years indicate that the PM-10 emissions predicted for the "Build" scenarios are less than the emissions budget for 2020. The TIP/RTP therefore satisfy the conformity emissions tests for PM-10.

1997 PM2.5 Standards:

Since EPA did not take action on the 2017 PM2.5 Plan, the 2008 PM2.5 Plan budgets will continue to be used in this conformity analysis. For 1997 PM2.5 Standards, the applicable conformity test is the emission budget test, using budgets established in the 2008 PM2.5 Plan. EPA approved the 2008 PM2.5 Plan (as revised in 2011) November 9, 2011 (effective January 9, 2012). The modeling results for all analysis years indicate that the on-road vehicle PM2.5 and NOx emissions predicted for the "Build" scenarios are less than the emissions budget. The TIP/RTP therefore satisfy the conformity emissions test for PM2.5 and nitrogen oxides.

2006 PM2.5 Standard:

Since EPA did not take action on the 2017 PM2.5 Plan, the 2012 PM2.5 Plan (as revised in 2015) budgets will continue to be used in this conformity analysis. For the 2006 PM2.5 standard, the applicable conformity test is the emission budget test, using adequate budgets established in the 2012 PM2.5 Plan (as revised in 2015). The modeling results for all analysis years indicate that the on-road vehicle PM2.5 and NOx emissions predicted for the "Build" scenarios are less than the emissions budget. The TIP/RTP therefore satisfy the conformity emissions test for PM2.5 and nitrogen oxides.

2012 PM2.5 Standard:

In accordance with Section 93.109(c)(2), areas designated nonattainment for the 2012 PM2.5 standards are required to use existing adequate or approved SIP motor vehicle emissions budgets for a prior annual PM2.5 standard until budgets for the 2012 PM2.5 standards are either found

adequate or approved. Since EPA did not take action on the 2017 PM2.5 Plan, the 2008 PM2.5 Plan (as revised in 2011) budgets will continue to be used in this conformity analysis. For the 2012 PM2.5 standards, the applicable conformity test is the emissions budget test, using the 2008 PM2.5 Plan (1997 standard) budgets. EPA approved the 2008 PM2.5 Plan (as revised in 2011) November 9, 2011, effective January 9, 2012. The modeling results for all analysis years indicate that the on-road vehicle PM2.5 and NOx emissions predicted for the "Build" scenarios are less than the emissions budget. The TIP/RTP therefore satisfy the conformity emissions test for PM2.5 and nitrogen oxides.

As all requirements of the Transportation Conformity Regulation have been satisfied, a finding of conformity for the Conformity Analysis for the 2019 FTIP and the 2018 RTP is supported.

**Table 6-1:**
**Conformity Results Summary**

## 2018 RTP Conformity Results Summary -- Fresno

| Standard | Analysis Year | Emissions Total | | DID YOU PASS? | |
|---|---|---|---|---|---|
| | | ROG (tons/day) | NOx (tons/day) | ROG | NOx |
| 1997 Ozone* | 2020 Budget | 6.8 | 24.3 | | |
| | 2020 | 6.7 | 23.8 | YES | YES |
| | | | | | |
| | | | | | |
| | 2023 Budget | 5.6 | 14.6 | | |
| | 2023 | 5.4 | 14.1 | YES | YES |
| | 2031 | 4.1 | 12.0 | YES | YES |
| | 2037 | 3.5 | 11.7 | YES | YES |
| | 2042 | 3.2 | 11.9 | YES | YES |

*1997 Ozone conformity is included due to uncertainty associated with an ongoing litigaton related to EPA's revokation of the 1997 ozone standard.

| | | ROG (tons/day) | NOx (tons/day) | ROG | NOx |
|---|---|---|---|---|---|
| 2008 Ozone | 2018 Budget | 8.0 | 27.7 | | |
| | 2018 | 7.8 | 27.1 | YES | YES |
| | | | | | |
| | 2021 Budget | 6.4 | 22.2 | | |
| | 2021 | 6.3 | 21.7 | YES | YES |
| | | | | | |
| | 2024 Budget | 5.4 | 14.1 | | |
| | 2024 | 5.3 | 13.8 | YES | YES |
| | | | | | |
| | 2027 Budget | 4.9 | 13.2 | | |
| | 2027 | 4.8 | 12.9 | YES | YES |
| | | | | | |
| | 2030 Budget | 4.5 | 12.6 | | |
| | 2030 | 4.3 | 12.2 | YES | YES |
| | | | | | |
| | 2031 Budget | 4.3 | 12.5 | | |
| | 2031 | 4.2 | 12.1 | YES | YES |
| | 2037 | 3.6 | 11.7 | YES | YES |
| | 2042 | 3.3 | 11.9 | YES | YES |

| | | PM-10 (tons/day) | NOx (tons/day) | PM-10 | NOx |
|---|---|---|---|---|---|
| PM-10 | 2020 Budget | 7.0 | 25.4 | | |
| | 2020 | 7.0 | 24.9 | YES | YES |
| | | | | | |
| | Adjusted 2020 Budget | 7.4 | 24.8 | | |
| | 2027 | 7.4 | 13.4 | YES | YES |
| | | | | | |
| | Adjusted 2020 Budget | 8.0 | 23.9 | | |
| | 2035 | 8.0 | 12.1 | YES | YES |
| | | | | | |
| | Adjusted 2020 Budget | 7.9 | 24.1 | | |
| | 2042 | 7.9 | 12.3 | YES | YES |

| PM-10 | Total On-Road Exhaust | | Paved Road Dust | | Unpaved Road Dust | | Road Construction Dust | | Total | |
|---|---|---|---|---|---|---|---|---|---|---|
| | PM-10 | Nox | PM-10 | Nox | PM-10 | Nox | PM-10 | Nox | PM-10 | Nox |
| 2020 | 1.830 | 24.906 | 4.161 | | 0.596 | | 0.375 | | **7.0** | **24.9** |
| 2027 | 1.877 | 13.395 | 4.554 | | 0.596 | | 0.335 | | **7.4** | **13.4** |
| 2035 | 1.993 | 12.115 | 4.824 | | 0.596 | | 0.580 | | **8.0** | **12.1** |
| 2042 | 2.117 | 12.271 | 5.102 | | 0.596 | | 0.049 | | **7.9** | **12.3** |

## 2018 RTP Conformity Results Summary -- Fresno

| | | PM2.5 (tons/day) | NOx (tons/day) | PM2.5 | NOx |
|---|---|---|---|---|---|
| 1997 24-Hour and 1997 & 2012 Annual PM2.5 Standards | 2014 Budget | 1.1 | 31.4 | | |
| | 2021 | 0.8 | 22.6 | YES | YES |
| | | | | | |
| | 2014 Budget | 1.1 | 31.4 | | |
| | 2027 | 0.8 | 13.4 | YES | YES |
| | | | | | |
| | 2014 Budget | 1.1 | 31.4 | | |
| | 2035 | 0.8 | 12.1 | YES | YES |
| | | | | | |
| | 2014 Budget | 1.1 | 31.4 | | |
| | 2042 | 0.9 | 12.3 | YES | YES |

| | | PM2.5 (tons/day) | NOx (tons/day) | PM2.5 | NOx |
|---|---|---|---|---|---|
| 2006 PM2.5 Winter 24-Hour Standard | 2017 Budget | 1.0 | 32.1 | | |
| | 2019 | 0.9 | 27.8 | YES | YES |
| | | | | | |
| | 2017 Budget | 1.0 | 32.1 | | |
| | 2027 | 0.8 | 13.7 | YES | YES |
| | | | | | |
| | 2017 Budget | 1.0 | 32.1 | | |
| | 2035 | 0.8 | 12.3 | YES | YES |
| | | | | | |
| | 2017 Budget | 1.0 | 32.1 | | |
| | 2042 | 0.9 | 12.5 | YES | YES |

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# APPENDIX A

# CONFORMITY CHECKLIST

# CONFORMITY ANALYSIS DOCUMENTATION

## FHWA Checklist for MPO TIPs/RTPs

## January 2018

| 40 CFR | Criteria | Page | Comments |
|---|---|---|---|
| §93.102 | Document the applicable pollutants and precursors for which EPA designates the area as nonattainment or maintenance. Describe the nonattainment or maintenance area and its boundaries. | Ch. 1 p.8-10 | |
| §93.102 (b)(2)(iii) | PM10 areas: document whether EPA or state has found VOC and/or NOx to be a significant contributor or if the SIP establishes a budget | Ch. 1 p.12 | |
| §93.102 (b)(2)(iv) | PM2.5 areas: document if both EPA and the state have found that NOx is **not** a significant contributor or that the SIP does **not** establish a budget (otherwise, conformity applies for NOx) | Conformity applies to NOx | |
| §93.102 (b)(2)(v) | PM2.5 areas: document whether EPA or state has found VOC, SO2, and/or NH3 to be a significant contributor or if the SIP establishes a budget | Ch. 3 34-36 | |
| §93.104 (b, c) | Document the date that the MPO officially adopted, accepted or approved the TIP/RTP and made a conformity determination. Include a copy of the MPO resolution. Include the date of the last prior conformity finding made by DOT. | Ch. 5 p.48<br>App.E<br>E.S. p. 1 | |
| §93.104 (e) | If the conformity determination is being made to meet the timelines included in this section, document when the new motor vehicle emissions budget was approved or found adequate. | NA | |
| §93.106 | Document that horizon years are no more than 10 years apart ((a)(1)(i)).<br>Document that the first horizon year is no more than 10 years from the base year used to validate the transportation demand planning model ((a)(1)(ii)).<br>Document that the attainment year is a horizon year, if in the timeframe of the plan ((a)(1)(iii)).<br>Describe the regionally significant additions or modifications to the existing transportation network that are expected to be open to traffic in each analysis year ((a)(2)(ii)).<br>Document that the design concept and scope of projects allows adequate model representation to determine intersections with regionally significant facilities, route options, travel times, transit ridership and land use. | Ch. 1 p.15-16<br>Ch. 2, p. 27<br>App. B | |
| §93.108 | Document that the TIP/RTP is fiscally constrained (23 CFR 450). | E.S. p. 1 | |

| 40 CFR | Criteria | Page | Comments |
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| §93.109 (a, b) | Document that the TIP/RTP complies with any applicable conformity requirements of air quality implementation plans (SIPs) and court orders. | Ch. 1, 2, 3, 4, 5, 6<br>9-15, 23-30, 33-36, 39,41 | |
| §93.109 (c,) | Provide either a table or text description that details, for each pollutant, precursor and applicable standard, whether the interim emissions test(s) and/or the budget test apply for conformity. Indicate which emissions budgets have been found adequate by EPA, and which budgets are currently applicable for what analysis years. | Ch. 1<br>10-15<br>Ch. 6 p 49-50 | |
| §93.109(e) | CO or PM10: Document if the area has a limited maintenance plan and from where that information comes | Ch. 1 p 12 | |
| §93.109(f) | Document if motor vehicle emissions are an insignificant contributor and in what SIP that determination is found | NA | |
| §93.110 (a, b) | Document the use of latest planning assumptions (source and year) at the "time the conformity analysis begins," including current and future population, employment, travel and congestion. Document the use of the most recent available vehicle registration data. Document the date upon which the conformity analysis was begun. | Ch. 2, p. 10-27 | |
| EPA-DOT guidance | Document the use of planning assumptions less than five years old. If unable, include written justification for the use of older data. (December 2008 guidance,) | Ch. 2<br>18 | |
| §93.110 (c,d,e,f) | Document any changes in transit operating policies and assumed ridership levels since the previous conformity determination (c).<br>Document the assumptions about transit service, use of the latest transit fares, and road and bridge tolls (d).<br>Document the use of the latest information on the effectiveness of TCMs and other SIP measures that have been implemSented (e).<br>Document the key assumptions and show that they were agreed to through Interagency and public consultation (f). | Ch. 2, p. 25-26 | |
| §93.111 | Document the use of the latest emissions model approved by EPA. If the previous model was used and the grace period has ended, document that the analysis began before the end of the grace period. | Ch. 3 p. 30 | |
| §93.112 | Document fulfillment of the interagency and public consultation requirements outlined in a specific implementation plan according to §51.390 or, if a SIP revision has not been completed, according to §93.105 and 23 CFR 450. Include documentation of consultation on conformity tests and methodologies as well as responses to written comments. | Ch. 5<br>42-43 | |

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| §93.113 | Document timely implementation of all TCMs in approved SIPs. Document that implementation is consistent with schedules in the applicable SIP and document whether anything interferes with timely implementation. Document any delayed TCMs in the applicable SIP and describe the measures being taken to overcome obstacles to implementation. | Ch. 4, App. D 38-39 | |
| §93.114 | Document that the conformity analyses performed for the TIP is consistent with the analysis performed for the Plan, in accordance with 23 CFR 450.324(f)(2). | Analysis addresses both documents | |
| For Areas with SIP Budgets: | | | |
| §93.118, §93.124 | Document what the applicable budgets are, and for what years.<br>Document if there are subarea budgets established, and for which areas (93.124(c)).<br>Document if there is a safety margin established, and what are the budgets with the safety margin included. (93.124(a)).<br>Document if there has been any trading among budgets, and if so, which SIP establishes the trading mechanism, and how it is used in the conformity analysis (93.124(b)).<br>If there is more than one MPO in the area, document whether separate budgets are established for each MPO (93.124(d)). | Ch. 2, Section D 10-15 | |
| §93.118 (a, c, e) | Document that emissions from the transportation network for each applicable pollutant and precursor, including projects in any associated donut area that are in the TIP and regionally significant non-Federal projects, are consistent with any adequate or approved motor vehicle emissions budget for all pollutants and precursors in applicable SIPs. | Ch. 6 46-47 | |
| §93.118 (b) | Document for which years consistency with motor vehicle emissions budgets must be shown. | Ch. 1 16 | |
| §93.118 (d) | Document the use of the appropriate analysis years in the regional emissions analysis for areas with SIP budgets, and the analysis results for these years. Document any interpolation performed to meet tests for years in which specific analysis is not required. | Ch. 6 46-47 | |
| For Areas without Applicable SIP Budgets: | | | |
| §93.119 | Document whether the area must meet just one or both interim emissions tests. If both, document that it is the "less than" form of these tests (i.e., §93.119(b)(1) and (c)(1) vs. (b)(2), (c)(2), and (d)). | NA | |
| §93.119[i] (a, b, c, d) | Document that emissions from the transportation network for each applicable pollutant and precursor, | NA | |

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| | including projects in any associated donut area that are in the TIP and regionally significant non-Federal projects, are consistent with the requirements of the "Action/Baseline" or "Action/Baseline Year" emissions tests as applicable. | | |
| §93.119 (e) | Document the appropriate baseline year. | NA | |
| §93.119 (f) | Document the use of appropriate pollutants and if EPA or the state has made a finding that a particular precursor or component of PM10 is significant or insignificant. | NA | |
| §93.119 (g) | Document the use of the appropriate analysis years in the regional emissions analysis for areas without applicable SIP budgets. | NA | |
| §93.119 (h, i) | Document how the baseline and action scenarios are defined for each analysis year. | NA | |
| For All Areas Where a Regional Emissions Analysis Is Needed | | | |
| §93.122 (a)(1) | Document that all regionally significant federal and non-Federal projects in the nonattainment/maintenance area are explicitly modeled in the regional emissions analysis. For each project, identify by which analysis year it will be open to traffic. Document that VMT for non-regionally significant Federal projects is accounted for in the regional emissions analysis | Ch. 2 p.26, App B | |
| §93.122 (a)(2, 3) | Document that only emission reduction credits from TCMs on schedule have been included, or that partial credit has been taken for partially implemented TCMs (a)(2).<br>Document that the regional emissions analysis only includes emissions credit for projects, programs, or activities that require regulatory action if: the regulatory action has been adopted; the project, program, activity or a written commitment is included in the SIP; EPA has approved an opt-in to the program, EPA has promulgated the program, or the Clean Air Act requires the program (indicate applicable date). Discuss the implementation status of these programs and the associated emissions credit for each analysis year (a)(3). | Ch. 4 p. 36 | |
| §93.122 (a)(4,5,6,7) | For nonregulatory measures that are not included in the transportation plan and TIP, include written commitments from appropriate agencies (a)(4).<br>Document that assumptions for measures outside the transportation system (e.g. fuels measures) are the same for baseline and action scenarios (a)(5).<br>Document that factors such as ambient temperature are consistent with those used in the SIP unless | Ch. 3 p. 31-32<br>App D | |

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| | modified through interagency consultation (a)(6). Document the method(s) used to estimate VMT on off-network roadways in the analysis (a)(7). | | |
| §93.122 (b)(1)(i)[ii] | Document that a network-based travel model is in use that is validated against observed counts for a base year no more than 10 years before the date of the conformity determination. Document that the model results have been analyzed for reasonableness and compared to historical trends and explain any significant differences between past trends and forecasts (for per capita vehicle-trips, VMT, trip lengths mode shares, time of day, etc.). | Ch. 2 22 | |
| §93.122 (b)(1)(ii) [ii] | Document the land use, population, employment, and other network-based travel model assumptions. | Ch. 2 22 | |
| §93.122 (b)(1)(iii) [ii] | Document how land use development scenarios are consistent with future transportation system alternatives, and the reasonable distribution of employment and residences for each alternative. | Ch. 2 22 | |
| §93.122 (b)(1)(iv) [ii] | Document use of capacity sensitive assignment methodology and emissions estimates based on a methodology that differentiates between peak and off-peak volumes and speeds, and bases speeds on final assigned volumes. | Ch. 2 23 | |
| §93.122 (b)(1)(v) [ii] | Document the use of zone-to-zone travel impedances to distribute trips in reasonable agreement with the travel times estimated from final assigned traffic volumes. Where transit is a significant factor, document that zone-to-zone travel impedances used to distribute trips are used to model mode split. | Ch. 2 23 | |
| §93.122 (b)(1)(vi) [ii] | Document how travel models are reasonably sensitive to changes in time, cost, and other factors affecting travel choices. | Ch. 2 22 | |
| §93.122 (b)(2) [ii] | Document that reasonable methods were used to estimate traffic speeds and delays in a manner sensitive to the estimated volume of travel on each roadway segment represented in the travel model. | Ch. 2 22 | |
| §93.122 (b)(3) [ii] | Document the use of HPMS, or a locally developed count-based program or procedures that have been chosen through the consultation process, to reconcile and calibrate the network-based travel model estimates of VMT. | Ch. 2 22 | |
| §93.122 (d) | In areas not subject to §93.122(b), document the continued use of modeling techniques or the use of appropriate alternative techniques to estimate vehicle miles traveled | Ch. 2 22 | |
| §93.122 (e, f) | Document, in areas where a SIP identifies construction-related PM10 or PM2.5 as significant pollutants, the inclusion of PM10 and/or PM2.5 construction emissions in the conformity analysis. | Ch. 3 28-29 | |

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| §93.122 (g) | If appropriate, document that the conformity determination relies on a previous regional emissions analysis and is consistent with that analysis, i.e. that: | NA | |
| | (g)(1)(i): the new plan and TIP contain all the projects that must be started to achieve the highway and transit system envisioned by the plan | NA | |
| | (g)(1)(ii): all plan and TIP projects are included in the transportation plan with design concept and scope adequate to determine their contribution to emissions in the previous determination; | NA | |
| | (g)(1)(iii): the design concept and scope of each regionally significant project in the new plan/TIP are not significantly different from that described in the previous; | NA | |
| | (g)(1)(iv): the previous regional emissions analysis meets 93.118 or 93.119 as applicable | NA | |
| §93.126, §93.127, §93.128 | Document all projects in the TIP/RTP that are exempt from conformity requirements or exempt from the regional emissions analysis. Indicate the reason for the exemption (Table 2, Table 3, traffic signal synchronization) and that the interagency consultation process found these projects to have no potentially adverse emissions impacts. | Ch. 2, p. 26 App B | |

[i] Note that some areas are required to complete both Interim emissions tests.
[ii] 40 CFR 93.122(b) refers only to serious, severe and extreme ozone areas and serious CO areas above 200,000 population. Also note these procedures apply in any areas where the use of these procedures has been the previous practice of the MPO (40 CFR 93.122(d)).

Disclaimers
This checklist is intended solely as an informational guideline to be used in reviewing Transportation Plans and Transportation Improvement Programs for adequacy of their conformity documentation. It is in no way intended to replace or supersede the Transportation Conformity regulations of 40 CFR Parts 51 and 93, the Statewide and Metropolitan Planning Regulations of 23 CFR Part 450 or any other EPA, FHWA or FTA guidance pertaining to transportation conformity or statewide and metropolitan planning. This checklist is not intended for use in documenting transportation conformity for individual transportation projects in nonattainment or maintenance areas. 40 CFR Parts 51 and 93 contain additional criteria for project-level conformity determinations.

# APPENDIX B

# TRANPORTATION PROJECT LISTING

**Regionally Significant Project Listing**

| | | | Description | | | | Conformity Analysis Year (project open to traffic) | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Agency | TIP/RTP Project ID | CTIPs Project ID | Facility Name/Route | Type of Improvement | Project Limits | Estimated Cost | 2018 | 2019 | 2020 | 2021 | 2023 | 2024 | 2027 | 2030 | 2031 | 2035 | 2037 | 2042 |
| Kingsburg | FRE500592 | | 10th Avenue | 10th Avenue-Kern St. to Clarkson Ave: 2 LU to 4 LD | From:Kern St. To:Clarkson Ave. Dist:.5 | $375,000 | | | | | | | X | X | X | X | X | X |
| Kingsburg | FRE500593 | | 10th St (Academy) | 10th St (Academy)-Sierra to Stroud: 2 L to 4 L | From:Sierra To:Stroud Dist:.5 | $1,250,000 | | | | | | | X | X | X | X | X | X |
| Huron | FRE501785 | | 12th St | Complete connection between 12th St and Lassen Ave | From:12th St To:Lassen | $650,000 | | | | | X | X | X | X | X | X | X | X |
| Huron | FRE500809 | | 13th St | 13th St from M st to Lassen Ave - Construction of new 2 lane local street | From: M St To:Lassen | $650,000 | X | X | X | X | X | X | X | X | X | X | X | X |
| Mendota | FRE503708 | | 2nd St | Construct new section of 2nd Street from Naples St to Marie St. in order to provide cross-town connection over railroad, includes curb, gutter, sidewalk, pavement, and new at-grade crossing | From: Naples St To: Marie St | $1,000,000 | | | | X | X | X | X | X | X | X | X | X |
| Parlier | FRE501801 | | Academy Avenue | Bridge/Roadway Widening | City Limits to Dinuba | $972,000 | | | | | | | | | | X | X | X |
| Sanger | FRE500996 | | Academy Avenue | Widen to 4-lane divided arterial and rehabilitate roadway | From 11th St. to 0.2 mile south of North Ave. | $5,200,000 | | X | X | X | X | X | X | X | X | X | X | X |
| Kingsburg | FRE500470 | | Academy Parkway | New 4 Lane Expressway | From:Mountain View To:Simpson Dist:1.75 | $6,000,000 | | | | | | | X | X | X | X | X | X |
| Fresno | FRE501739 | | Alicante | Unconstructed to 3 LU with bike lanes and sidewalks, curb & gutter | From:Via Fiore To:Willow Dist:0.8 | $1,600,000 | | | | | | | X | X | X | X | X | X |
| Clovis | FRE500453 | | Alluvial | Unconstructed to 4 LD, Sidewalk, Bike Lanes, Curb and Gutter, Street Lights, and Fiber Optics | From:Nees To:Dewolf Dist:.50 | $5,500,000 | | | X | X | X | X | X | X | X | X | X | X |
| Clovis | FRE500485 | | Alluvial | 2 LU to 3 LU w/2 @WLTL | From:Willow To:Adler (700 feet east) Dist:.15 | $280,000 | X | X | X | X | X | X | X | X | X | X | X | X |
| Clovis | FRE500573 | | Alluvial | 2LD to 4LD West of Armstrong and 2LD to 4LD East of Armstrong, Sidewalks, Bike Lanes, Street Lights, Landscaping, and Fiber Optics | From:Armstrong To:1/4 E ast (McKelvy) Dist:.25 | $1,900,000 | | | X | X | X | X | X | X | X | X | X | X |
| Clovis | FRE500597 | | Alluvial | 2 LU to 3 LU w/ WLTL | From:Halifax To:Minnewawa Dist:.3 | $350,000 | | | X | X | X | X | X | X | X | X | X | X |
| Clovis | FRE500598 | | Alluvial | 2 LU to 3 LU W/2 WLTL, and Fiber Optics | From:Fowler To:Armstrong Dist:.5 | $3,900,000 | | | | | X | X | X | X | X | X | X | X |
| Clovis | FRE500599 | | Alluvial | Unconstructed to 4 LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, and Fiber Optics | From:Locan To:Nees Dist:.50 | $5,500,000 | | | X | X | X | X | X | X | X | X | X | X |
| Clovis | FRE500600 | | Alluvial | Unconstructed to 4 LD, Construct Bridge at Enterprise Canal, Sidewalks, Bike Lanes, Street Lights, and Curb and Gutter | From:Temperance To:Locan Dist:.5 | $6,000,000 | | | X | X | X | X | X | X | X | X | X | X |
| Clovis | FRE500912 | | Alluvial (Owens Mountain Pkwy) | 2LD to 2LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, and Fiber Optics | Intersection From:DeWolf To:168 Dist:.25 | $1,400,000 | | | X | X | X | X | X | X | X | X | X | X |
| Fresno County | FRE500603 | | American Avenue | 2 LU to 4 LD | SR 41 to SR 99 | $10,250,000 | | | | | | | | | | | X | X |
| Fresno | FRE501740 | | Annadale | New 3 LU with bike lanes, sidewalks, curb and gutter | From: West To: Fruit Dist: .5 | $1,000,000 | | | | | | | X | X | X | X | X | X |
| Clovis | FRE500607 | | Armstrong | 2LU to 3LU 2WLTL, Sidewalk, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics, and Utility Relocation | From:Alluvial To:Nees Dist:.5 | $2,100,000 | | | | | X | X | X | X | X | X | X | X |
| Clovis | FRE500608 | | Armstrong | 2LU to 3LU, w/TWLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Utility Relocation, Fiber Optics | From:Herndon To:Alluvial Dist:.5 | $2,100,000 | | | | | X | X | X | X | X | X | X | X |
| Clovis | FRE500609 | | Armstrong | 2LU to 4LU or 3 LU, w/TWLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Utility Relocation, Fiber Optics | From:Ashlan To:Gettysburg Dist:.5 | $1,900,000 | | | X | X | X | X | X | X | X | X | X | X |
| Clovis | FRE500914 | | Armstrong | 3LU to 3LU w/ TWLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics | Intersection From:Nees To:Teague Dist:.50 | $2,600,000 | | | | | | | X | X | X | X | X | X |
| Fresno | FRE500584 | | Armstrong | Unconstructed to 4 LD with bike lanes and sidewalks, curb and gutter | From:Burgan To:Fancher Creek Drive Dist:.1 | $310,000 | | | | | | | X | X | X | X | X | X |
| Fresno | FRE500610 | | Armstrong | 2 LU to 4 LU with bike lanes and sidewalks, curb and gutter | From:California To:Hamilton Dist: .4 | $1,640,000 | | | | | | | | X | X | X | X | X |
| Fresno | FRE500611 | | Armstrong | 2 LU to 4 LU with bike lanes, sidewalks and Mill Ditch bridge widening curb and gutter | From:Belmont To:Dakota Dist: 2.5 | $10,250,000 | | | | | | | | X | X | X | X | X |
| Fresno | FRE500612 | | Armstrong | 2 LU to 4 LU with bike lanes and sidewalks, curb and gutter | From:Jensen To:California Dist:1 | $4,100,000 | | | | | | | | X | X | X | X | X |
| Fresno | FRE501741 | | Armstrong | 3 LU to 4 LU with bike lanes, sidewalks, curb and gutter | From: Butler To: Kings Canyon Dist: .5 | $1,450,000 | | | | | | | X | X | X | X | X | X |
| Caltrans | FRE500490 | | Ashlan | Grade separation | UPRR to SR99 | $7,600,000 | | | | | | | | | | X | X | X |

| | | | Description | | | | Conformity Analysis Year (project open to traffic) | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Agency | TIP/RTP Project ID | CTIPs Project ID | Facility Name/Route | Type of Improvement | Project Limits | Estimated Cost | 2018 | 2019 | 2020 | 2021 | 2023 | 2024 | 2027 | 2030 | 2031 | 2035 | 2037 | 2042 |
| Clovis | FRE500454 | | Ashlan | 2LU to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Utility Relocation, Fiber Optics, Traffic Signal at Ashlan and McCall | From:Thompson To:McCall Dist:.5 | $5,400,000 | | | | | | | X | X | X | X | X | X |
| Clovis | FRE500471 | | Ashlan | 2LU to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Utility Relocation, Fiber Optics, Traffic Signal at Ashlan and Highland | From:Highland To:Thompson Dist:.5 | $4,500,000 | | | X | X | X | X | X | X | X | X | X | X |
| Clovis | FRE500615 | | Ashlan | 3LD to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Utility Relocation, Fiber Optics | From:Dewolf To:Leonard Dist:.5 | $4,600,000 | | | | | X | X | X | X | X | X | X | X |
| Clovis | FRE500616 | | Ashlan | 2LU to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics | From:Leonard To:Highland Dist:.50 | $3,800,000 | X | X | X | X | X | X | X | X | X | X | X | X |
| Fresno | FRE500574 | | Ashlan | 3 LD to 4 LD with bike lanes and sidewalks,curb & gutter | From:Grantland To:Bryan Dist:.5 | $1,550,000 | | | | | | | | X | X | X | X | X |
| Fresno | FRE500613 | | Ashlan | 2, 3 and 4 LU to 4 LD with bike lanes and sidewalks,curb & gutter | From:Maroa To:Blackstone Dist:.5 | $1,550,000 | | | | | X | X | X | X | X | X | X | X |
| Fresno | FRE500617 | | Ashlan | 2 LU to 4 LD with bike lanes and sidewalks | From:Polk To:Cornelia Dist:.5 | $1,500,000 | | | | | | | X | X | X | X | X | X |
| Fresno | FRE500618 | | Ashlan | 2 LU to 4 LD with bike lanes and sidewalks,curb & gutter | From:Bryan To: Polk Dist:.5 | $4,650,000 | | | | | | | | X | X | X | X | X |
| Fresno | FRE500619 | | Ashlan | Unconstructed to 4 LD | From:Garfield To:Grantland Dist:.5 | $1,550,000 | | | | | | | X | X | X | X | X | X |
| Clovis | FRE500624 | | Barstow | 2LU to 2LU w/2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Utility Relocation, Fiber Optics, Traffic Signals at Barstow and DeWolf & Leonard | From:Dewolf To:Leonard Dist:.5 | $4,300,000 | | | | | X | X | X | X | X | X | X | X |
| Fresno | FRE500621 | | Barstow | 2 LU to 4 LU | From:Grantland To:Bryan Dist:.5 | $1,450,000 | | | | X | X | X | X | X | X | X | X | X |
| Fresno | FRE500622 | | Barstow | Unconstructed to 4L | From:Bryan To:Hayes Dist:.5 | $1,450,000 | | | | X | X | X | X | X | X | X | X | X |
| Fresno | FRE500626 | | Barstow | 3 LU to 5 LU with bike lanes and sidewalks, curb & gutter | From:Maroa To:Blackstone Dist:.5 | $1,500,000 | | | | | | | | X | X | X | X | X |
| Fresno | FRE500627 | | Barstow | 2 LU to 5 LU with bike lanes and sidewalks,curb & gutter | From:Chestnut To:Willow Dist:.5 | $1,500,000 | | | | | | | | X | X | X | X | X |
| Fresno | FRE501742 | | Barstow | 3 LU to 5 LU with bike lanes and sidewalk | From:Veterans To:Island Waterpark Dist:0.5 | $1,500,000 | | | | | | | X | X | X | X | X | X |
| Clovis | FRE500629 | | Behymer | 2LU to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics | From:Willow To:Minnewawa Dist:1 | $8,800,000 | | | | | X | X | X | X | X | X | X | X |
| Clovis | FRE500630 | | Behymer | 2LU to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics | From:Minnewawa To:Sunnyside Dist:1.0 | $8,800,000 | | | | | X | X | X | X | X | X | X | X |
| Fresno | FRE500628 | | Behymer | 3 LD to 4 LD with sidewalks, bike lanes,curb & gutter | From:Maple To:Chestnut Dist:.5 | $620,000 | | | | | | | X | X | X | X | X | X |
| Fresno | FRE501743 | | Behymer | 3 LD to 4 LD with bike lanes, curb, gutter & sidewalks | From:Chestnut To:Willow Dist:0.4 | $1,240,000 | | | | | | | X | X | X | X | X | X |
| Fresno | FRE500631 | | Belmont | 3 LD to 4 LD (add WB Lane), bike lane, gutter, curb and sidewalk | From:Clovis To:Armstrong Dist:1.5 | $4,650,000 | | | | | | | | X | X | X | X | X |
| Fresno | FRE500632 | | Belmont | 3 LD to 4 LD (add WB lane), bike lane and sidewalks | From:Fowler To:Armstrong Dist:.5 | $900,000 | | | | | | | X | X | X | X | X | X |
| Fresno | FRE500633 | | Belmont | 2 LU to 4 LD with sidewalks,gutter, curb and bike lanes | From:Armstrong To:Temperance Dist:.5 | $1,550,000 | | | | | | | | X | X | X | X | X |
| Fresno | FRE500634 | | Belmont | 2 LU to 5 LU with bike lanes, gutter, curbs and sidewalks | From:Cornelia To: Marks Dist:2.0 | $96,000,000 | | | | | | | | | | X | X | X |
| Kingsburg | FRE500635 | | Bethel | Bethel-SR 99 to Kern: 2 L to 4 L | From:SR 99 To:Kern Dist:1.3 | $2,250,000 | | | | | | | X | X | X | X | X | X |
| Sanger | FRE170004 | | Bethel Ave | Bethel Ave from Annandale Ave to Jensen Ave. Grind/Overlay, Widening and bicycle lanes. Replacement of existing damaged curb and gutter, sidewalk, and other concrete improvements, and construction of curb ramps where they are non-compliant. | Annadale Ave to Jensen Ave | $1,018,000 | | | X | X | X | X | X | X | X | X | X | X |
| Sanger | FRE500997 | | Bethel Avenue | Widen to 4-lane divided arterial and rehabilitate roadway | From UPRR To Jensen | $1,000,000 | | | | | X | X | X | X | X | X | X | X |
| Sanger | FRE501802 | | Bethel Avenue | Widen North Ave bridge over C&K Canal | Bethel Avenue at Lone Tree Canal (at Central Avenue) | $8,000,000 | | | | | | | | | | | | X |
| Sanger | FRE501803 | | Bethel Avenue | Widen to 4-lane divided arterial and rehabilitate roadway | From UPRR to SR 180 | $2,000,000 | | | | | | | | | | X | X | X |
| Sanger | FRE501804 | | Bethel Avenue | Widen to 4-lane divided arterial and rehabilitate roadway | From North Ave to Central Ave | $2,000,000 | | | | | | | | | | | | X |

**Regionally Significant Project Listing**

| | | | Description | | | | Conformity Analysis Year (project open to traffic) | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Agency | TIP/RTP Project ID | CTIPs Project ID | Facility Name/Route | Type of Improvement | Project Limits | Estimated Cost | 2018 | 2019 | 2020 | 2021 | 2023 | 2024 | 2027 | 2030 | 2031 | 2035 | 2037 | 2042 |
| Fresno | FRE500638 | | Brawley | 2 LU to 4 LU, 2 LU to 3 LU with bike lanes, sidewalks, curb, gutter | From:Clinton To:Parkway Dist:1.5 | $6,150,000 | | | | | | | | X | X | X | X | X |
| Fresno | FRE500640 | | Brawley | 2 LU to 4 LD with bike lanes, sidewalks, curb, gutter | From:Palo Alto To:Herndon Dist:.3 | $930,000 | | | | | | | X | X | X | X | X | X |
| Fresno | FRE500641 | | Brawley | 2 LU to 4 LD with bike lanes, sidewalks, curb, gutter | From:S of Shaw To:Ashlan Dist:1 | $3,100,000 | | | | | | | | X | X | X | X | X |
| Fresno | FRE501744 | | Brawley | 2 LU to 4 LU with bike lanes, sidewalks, curb, gutter | From:Belmont To:Clinton Dist: 1.5 | $3,625,000 | | | | | | | X | X | X | X | X | X |
| Fresno | FRE501745 | | Brawley | 2 LU to 5 LU with bike lanes, sidewalks, curb and gutter | From: California To: Madison Dist: .5 | $1,500,000 | | | | | X | X | X | X | X | X | X | X |
| Fresno | FRE501075 | | Broadway | Unconstructed to 2 LU with sidewalks | From:Fresno To:Tuolumne Dist:0.2 | $400,000 | | | | | | | | X | X | X | X | X |
| Fresno | FRE500645 | | Bryan | Unconstructed to 3 LU with bike lanes, sidewalks, curb, gutter | From:Belmont To:McKinley Dist:1 | $2,000,000 | | | | | | | | | | X | X | X |
| Clovis | FRE500648 | | Bullard | 2LU to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics | From:Locan To:DeWolf Dist:.5 | $5,000,000 | | | X | X | X | X | X | X | X | X | X | X |
| Clovis | FRE500649 | | Bullard | 3LD to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics, Traffic Signal at Bullard and Locan | From:Megan To:Locan Dist:.1 | $2,100,000 | | | X | X | X | X | X | X | X | X | X | X |
| Clovis | FRE500651 | | Bullard | 2LU to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics, and Bridge at Enterprise Canal, Traffic Signal at Bullard and DeWolf | From:DeWolf To:Leonard Dist:.5 | $5,000,000 | | | X | X | X | X | X | X | X | X | X | X |
| Clovis | FRE500652 | | Bullard | 2LU to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics, Traffic Signal at Bullard and Leonard | From:Leonard To:Highland Dist:.5 | $5,400,000 | | | | | | | X | X | X | X | X | X |
| Fresno | FRE500455 | | Bullard | 4 LU to 2 LD | From:Fruit To:Palm Dist:.5 | $2,000,000 | | | | | | | | X | X | X | X | X |
| Fresno | FRE500576 | | Bullard | 5 LD to 6 LD with bike lanes and sidewalks,curb & gutter | From:Blackstone To:Fresno Dist:.5 | $2,050,000 | | | | | | | | | | X | X | X |
| Fresno | FRE500647 | | Bullard | 2LU to 5 LU with bike lanes and sidewalks, curb & gutter | From:Grantland To:Bryan Dist:.5 | $1,500,000 | | | | X | X | X | X | X | X | X | X | X |
| Fresno | FRE501746 | | Bullard | 2 LU to 5 LU with bike lanes and sidewalk | From:Figarden To:Brawley Dist:0.2 | $600,000 | | | | | | | X | X | X | X | X | X |
| Fresno | FRE501715 | | Bullard Avenue | Extension of Bullard Avenue to Veterans Boulevard; 2 lane divided Bullard Avenue, asphalt concrete curb, concrete median island, storm drain, sewer main, water and recycled water mains,and traffic signal | From: Bullard Ave. north of Carnegie Ave. to Veterans Blvd. | $5,117,000 | X | X | X | X | X | X | X | X | X | X | X | X |
| Fresno | FRE500512 | | Bullard Diagonal | Unconstructed to 4 LD with bike lanes, sidewalks,curb & gutter | From:Carnegie To:Veterans Dist:.6 | $1,860,000 | | | | | X | X | X | X | X | X | X | X |
| Reedley | FRE500764 | | Buttonwillow | Roadway widening - 2 to 4 lanes | Huntsman to Dinuba | $2,190,000 | | | | | | | | X | X | X | X | X |
| Reedley | FRE500764 | | Buttonwillow | Roadway widening - 2 to 4 lanes | Manning to Parlier | $2,400,000 | | | | | | | X | X | X | X | X | X |
| Fresno | FRE111343 | | California | Widen from 2 lane undivided to 4 lane divided arterial | From: Fruit Ave To: Ventura St Dist: 1 | $9,384,000 | | | X | X | X | X | X | X | X | X | X | X |
| Fresno | FRE500487 | | California | Unconstructed to 4 LU with bike lanes, sidewalks, curb and gutter | From:Fowler To:Armstrong Dist:.5 | $1,450,000 | | | | | | | | X | X | X | X | X |
| Fresno | FRE500657 | | California | Unconstructed to 4 LD with bike lanes and sidewalks, curb and gutter | From:Armstrong To:Temperance Dist:.25 | $775,000 | | | | | | | | X | X | X | X | X |
| Fresno | FRE501747 | | California | 2 LU to 4 LD with bike lanes, sidewalks, curb, gutter and Class I trail | From: Fruit to Fig Dist: 1 | $3,100,000 | | | | | | | X | X | X | X | X | X |
| Fresno | FRE501748 | | California | 2 LU to 4LU with bike lanes, sidewalks, curb and gutter | From: Clovis to Preuss Dist: .12 | $492,000 | | | | | | | X | X | X | X | X | X |
| Kerman | FRE501789 | | California | Construct 2 LD Collector,Median, Sidewalks, Bike Lanes, Curb and Gutter, Streetlights | Modoc to 0.25 Mile East | $1,300,000 | | | | | | | X | X | X | X | X | X |
| Sanger | FRE501805 | | California Ave | Construct California Ave bridge over Fowler Switch Canal | California Avenue at Fowler Switch Canal (w/o Academy) | $10,000,000 | | | | | | | X | X | X | X | X | X |
| Fresno | FRE500664 | | Cedar | 4 LD to 6 LD with bike lanes, sidewalks, curb, gutter | From:Belmont To:Turner Dist:.12 | $492,000 | | | | | | | | X | X | X | X | X |
| Fresno | FRE501749 | | Cedar | 4 LD to 6 LD with bike lanes, sidewalks, curb, gutter | From:Tulare To:Belmont Dist:0.25 | $1,025,000 | | | | | | | X | X | X | X | X | X |
| Fresno County | FRE500473 | | Central Avenue | 2 LU to 4 LD | Golden State Boulevard to Willow Avenue | $1,577,000 | | | | | | | | | | | X | X |

| | | | Description | | | | Conformity Analysis Year (project open to traffic) | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Agency | TIP/RTP Project ID | CTIPs Project ID | Facility Name/Route | Type of Improvement | Project Limits | Estimated Cost | 2018 | 2019 | 2020 | 2021 | 2023 | 2024 | 2027 | 2030 | 2031 | 2035 | 2037 | 2042 |
| Fresno County | FRE500585 | | Central Avenue | 2 LU to 4 LD | Willow Avenue to Clovis Avenue | $4,731,000 | | | | | | | | | | | X | X |
| Fresno County | FRE500667 | | Central Avenue | 2 LU to 4 LD | SR 99 SB off-ramp to Golden State Blvd. | $356,000 | | | | | | | | | | | X | X |
| Fresno | FRE500577 | | Chestnut | 3 LU to 5 LU with bike lanes, gutter, curb and sidewalks | From:Barstow To:Bullard Dist:.5 | $1,500,000 | | | | | | | | X | X | X | X | X |
| Fresno | FRE500670 | | Chestnut | 3 LU to 4 LU with bike lanes, sidewalks, curb and gutter | From:International To:Copper Dist: 0.5 | $1,550,000 | | | | | | | X | X | X | X | X | X |
| Fresno | FRE501750 | | Chestnut | 2 LU to 4 LU with bike lanes curb, gutter and sidewalks | From: Behymer To: International Dist: 0.5 | $1,450,000 | | | | | X | X | X | X | X | X | X | X |
| Fresno | FRE501751 | | Chestnut | 3 LD to 4 LD with bike lanes, curb, gutter and sidewalks | From:Herndon To: Shepherd Dist: 2 | $12,300 | | | | | | | X | X | X | X | X | X |
| Fresno County | FRE500456 | | Chestnut Avenue | 2 LU to 4 LD | American Avenue to SR 99 | $3,154,000 | | | | | | | | | | | X | X |
| Fresno | FRE500671 | | Church | 3 LD to 4 LD with bike lanes and sidewalks, curb and gutter | From:Sunnyside To:Fowler Dist: 5 | $1,550,000 | | | | | | | X | X | X | X | X | X |
| Fresno | FRE501752 | | Church | 2LU to 4 LU with bike lanes, sidewalks, curb and gutter | From: Maple To: Willow Dist: 1 | $2,900,000 | | | | | | | X | X | X | X | X | X |
| Kerman | FRE501790 | | Church | Construct 2 LD Collector,Median, Sidewalks, Bike Lanes, Curb and Gutter, Streetlights | Modoc to Siskiyou | $2,600,000 | | | | | | | | | | | | X |
| Kerman | FRE501791 | | Church | Construct 2 LU Collector, Curb and Gutter, Streetlights | Madera to Vineland | $2,300,000 | | | | | | | | X | X | X | X | X |
| Fresno | FRE500586 | | Clinton | 2 LU to 4LU with bike lanes, gutter, curb and sidewalks | From:Clovis To:Fowler Dist:1 | $2,900,000 | | | | | | | | X | X | X | X | X |
| Fresno | FRE500675 | | Clinton | 2 LU to 5 LU with bike lanes, gutter, curb and sidewalks | From:Brawley To:Marks Dist:1 | $3,000,000 | | | | | | | | X | X | X | X | X |
| Fresno | FRE500676 | | Clinton | 2 LU to 5 LU with bike lanes, gutter, curb and sidewalks | From:Polk To:Blythe Ave Dist:1 | $3,000,000 | | | | | | | | X | X | X | X | X |
| Fresno | FRE500677 | | Clinton | 2 LU to 4 LU with bike lanes, gutter, curb and sidewalks | From:Fowler To:Locan Dist:1.5 | $4,350,000 | | | | | | | | X | X | X | X | X |
| Clovis | FRE500680 | | Clovis | 3LD to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics, Traffic Signal at Nees | From:Nees To:Teague Dist:.5 | $2,000,000 | | | | | X | X | X | X | X | X | X | X |
| Clovis | FRE500681 | | Clovis | Construct new 6L Divided Arterial, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics, Traffic Signal at Perrin | From:Behymer To:Shepherd Dist:1.0 | $11,000,000 | | | X | X | X | X | X | X | X | X | X | X |
| Clovis | FRE500682 | | Clovis | Unconstructed to 6 LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics, Bridge at Enterprise Canal | From:Behymer To:Copper Dist:1 | $13,000,000 | | | | | | | X | X | X | X | X | X |
| Clovis | FRE500687 | | Copper | 2LU to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics | From:Willow To:Sunnyside Dist:2.0 | $30,000,000 | | | | | | | | X | X | X | X | X |
| Fresno | FRE500684 | | Copper | 2 LU to 4 LD with bikelane, sidewalk, curb & gutter | From:Chestnut To:Willow Dist: .5 | $1,550,000 | | | | X | X | X | X | X | X | X | X | X |
| Fresno | FRE500685 | | Copper | 3 LD to 4 LD with bike lane, sidewalk, curb & gutter | From:Maple To:Chestnut Dist:.5 | $930,000 | | | | | | | X | X | X | X | X | X |
| Fresno | FRE500686 | | Copper | 3 LD to 4 LD with bike lane, sidewalk, curb & gutter | From:Cedar To:Chestnut Dist:1 | $4,100,000 | | | | | | | | X | X | X | X | X |
| Clovis | FRE500488 | | Dakota | Unconstructed to 3 LU (2WLTL), Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics | From:Leonard To:Highland Dist:.5 | $5,000,000 | | | X | X | X | X | X | X | X | X | X | X |
| Fresno | FRE501753 | | Dakota | Undeveloped to 3 LU with bike lanes, gutter, curb and sidewalk | From:Grantland To:Hayes Dist:1.0 | $2,000,000 | | | | | | | X | X | X | X | X | X |
| Fresno | FRE500692 | | Dante | 2 LU to 4 LU with bike lanes and sidewalks | From:Bullard To:Cornelia Dist:.4 | $1,640,000 | | | | | | | X | X | X | X | X | X |
| Fresno | FRE500693 | | Dante | Unconstructed to 3 LU with bike lanes, sidewalks, curb & gutter | From:Cornelia To:Salinas Dist:.3 | $600,000 | | | | | | | X | X | X | X | X | X |
| Kerman | FRE501792 | | Del Norte | Construct 2 LU Collector, Curb and Gutter, Streetlights | Church to UPRR | $2,300,000 | | | | | | | | X | X | X | X | X |
| Clovis | FRE500579 | | DeWolf | 2LU to 4LU W/ TWLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics | From:Shaw To:Barstow Dist:.5 | $4,500,000 | | | X | X | X | X | X | X | X | X | X | X |
| Clovis | FRE500695 | | DeWolf | 2LU to 4LU W/ TWLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics | From:Ashlan To:Gettysburg Dist:.5 | $4,500,000 | | | X | X | X | X | X | X | X | X | X | X |

| | | | Description | | | | Conformity Analysis Year (project open to traffic) | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Agency | TIP/RTP Project ID | CTIPs Project ID | Facility Name/Route | Type of Improvement | Project Limits | Estimated Cost | 2018 | 2019 | 2020 | 2021 | 2023 | 2024 | 2027 | 2030 | 2031 | 2035 | 2037 | 2042 |
| Clovis | FRE500697 | | DeWolf | 2LU to 4LU W/ TWLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics | From:Barstow To:Bullard Dist:.5 | $4,500,000 | | | X | X | X | X | X | X | X | X | X | X |
| Clovis | FRE500698 | | DeWolf | 2LU to 3LU, w/2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics, Bridge at Gould Canal | From:Gould Canal To:Ashlan Dist:.25 | $2,500,000 | | | | | X | X | X | X | X | X | X | X |
| Clovis | FRE500699 | | DeWolf | 2LU to 4LU, w/ TWLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter and Fiber Optics, Traffic Signal at DeWolf and Loma Vista | From:Gettysburg To:Shaw Dist:.5 | $5,000,000 | | | X | X | X | X | X | X | X | X | X | X |
| Clovis | FRE500954 | | DeWolf | 2LD to 2LD, Bike Lanes, Sidewalks, Street Lights | Intersection From:Teague To:Nees Dist:.5 | $200,000 | | | X | X | X | X | X | X | X | X | X | X |
| Selma | FRE500866 | | Dinuba Avenue | In Selma, on Dinuba Avenue from Golden State to Mitchell Avenue, widening of Dinuba Avenue on the north side of the roadway to full width including curb and gutter, sidewalks, curb returns, and a dedicated right turn at Golden State. Project will provide pedestrian walkways on the north side of the street and mitigate congestion at Golden State by providing for dedicated queing of traffic headed northbound on Golden State. | Dinuba Avenue- From: Golden State To: Mitchell | $1,300,000 | | | | | | | X | X | X | X | X | X |
| Fresno | FRE501754 | | El Paso | 3 LU to 5 LU with sidewalk | From:Ingram To:Blackstone Dist:0.6 | $1,800,000 | | | | | | | X | X | X | X | X | X |
| Fresno | FRE500711 | | Fancher Creek | Unconstructed to 2 LD | From:Renn To:Fowler Dist:.15 | $232,500 | | | | X | X | X | X | X | X | X | X | X |
| Fresno | FRE500712 | | Fancher Creek | Unconstructed to 3 LU including bike lanes, sidewalks and bridge at Fancher Creek FID Crossing | From:Fowler To:Armstrong Dist:.8 | $1,600,000 | | | | | | | | X | X | X | X | X |
| Clovis | FRE500708 | | Fowler | 2LU to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics, Bridge at Enterprise Canal | From:Nees To:(Shepherd) Enterprise Bridge Dist:1 | $10,000,000 | | | X | X | X | X | X | X | X | X | X | X |
| Fresno | FRE500709 | | Fowler | 2 LU to 4 LD with bike lanes, sidewalks, curb and gutter | From:Jensen To:Hamilton Dist:1.25 | $3,875,000 | | | | | | | | X | X | X | X | X |
| Fresno | FRE500710 | | Fowler | 2 LU to 4 LD with bike lanes, sidewalks | From:Belmont To:Gould Canal Dist:3 | $9,300,000 | | | | | | | | X | X | X | X | X |
| Reedley | FRE500713 | | Frankwood Avenue | Roadway widening - 2 to 4 lanes | I Street to Floral Avenue | $4,500,000 | | | | | | | X | X | X | X | X | X |
| Fresno | FRE500715 | | Friant | 4 LD to 6 LD with bike lanes, sidewalks, curb, gutter | From:Shepherd To:Copper Dist:2.4 | $9,840,000 | | | | | | | | X | X | X | X | X |
| Fresno | FRE500718 | | G Street | Construct 4-lane facility on new alignment | From:Divisidero To:Belmont Dist:.6 | $1,860,000 | | | | | | | | X | X | X | X | X |
| Fresno | FRE500719 | | Garfield | 2 LU to 3LU with bike lanes, sidewalks, curb, gutter | From:Shields To:Herndon Dist:4 | $11,600,000 | | | | | | | | X | X | X | X | X |
| Clovis | FRE500563 | | Gettysburg | 2LU to 4LU, w/2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics | From:Armstrong To:600 feet east Dist:.1 | $500,000 | | | | | X | X | X | X | X | X | X | X |
| Clovis | FRE500587 | | Gettysburg | Unconstructed to 4LU w/ 2WLTL,Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics | From:Highland To:Thompson Dist:.5 | $5,500,000 | | | | | | | X | X | X | X | X | X |
| Clovis | FRE500721 | | Gettysburg | 2LU to 4LU, w/ 2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics, Traffic Signals at Gettysburg and DeWolf & Leonard | From:Dewolf To:Leonard Dist:.5 | $3,500,000 | | | | | X | X | X | X | X | X | X | X |
| Clovis | FRE500722 | | Gettysburg | Unconstructed to 4LU, w/2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics, Bridge at Dog Creek | From:Leonard To:Highland Dist:.5 | $5,100,000 | | | X | X | X | X | X | X | X | X | X | X |
| Fresno | FRE500580 | | Gettysburg | Unconstructed to 3 LU with bike lanes, sidewalks, curb & gutter | From:Grantland To:Hayes Dist:1 | $2,000,000 | | | | | | | | X | X | X | X | X |
| Fresno | FRE500720 | | Gettysburg | Unconstructed to 3 LU with bike lanes, sidewalks west of Hayes; and 4 LU with bike lanes, sidewalks from Hayes to Polk | From:Grantland To:Polk Dist:1.5 | $3,000,000 | | | | | | | | X | X | X | X | X |
| Fresno | FRE500723 | | Gettysburg | Unconstructed to 3 LU with bike lanes, sidewalks, curb & gutter | From:Polk To:Cornelia Dist:.5 | $1,000,000 | | | | | | | | X | X | X | X | X |
| Fresno | FRE500724 | | Golden State | 2 LU to 4 LU with sidewalks and bike lanes | From:Shaw To:Ashlan Dist:1.3 | $3,770,000 | | | | | | | | X | X | X | X | X |
| Fresno | FRE500725 | | Golden State | 2 LU to 4 LU with bike lanes and sidewalks | From:Veterans To:Shaw Dist:1.8 | $5,220,000 | | | | | | | | X | X | X | X | X |
| Fresno | FRE500726 | | Golden State | 2 LU to 4 LU with sidewalks and bike lanes | From:Herndon To:Veterans Dist:1 | $2,900,000 | | | | | | | | X | X | X | X | X |
| Fresno | FRE500564 | | Grantland | 4 LD to 6 LD with bike lanes, sidewalks, curb, gutter, trail | From:Ashlan To:Holland Dist:.25 | $1,600,000 | | | | | | | X | X | X | X | X | X |

| | | | Description | | | | Conformity Analysis Year (project open to traffic) | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Agency | TIP/RTP Project ID | CTIPs Project ID | Facility Name/Route | Type of Improvement | Project Limits | Estimated Cost | 2018 | 2019 | 2020 | 2021 | 2023 | 2024 | 2027 | 2030 | 2031 | 2035 | 2037 | 2042 |
| Fresno | FRE500727 | | Grantland | 2 LU to 6 LD with bike lanes, sidewalks, curb, gutter, trail | From:Shields To:Ashlan Dist:1 | $3,500,000 | | | | | | | | X | X | X | X | X |
| Fresno | FRE500728 | | Grantland | 2 LU to 4 LD with bike lanes, sidewalks, curb, gutter, trail | From:Belmont To:Shields Dist:2 | $4,300,000 | | | | | | | | | | X | X | X |
| Fresno | FRE500729 | | Grantland | 2 LU to 4 LD with bike lanes, sidewalks, curb, gutter, trail | From:Shaw To:Parkway Dist:1.5 | $5,550,000 | | | | | | | | X | X | X | X | X |
| Fresno | FRE500730 | | Grantland | 2 LU to 4 LU with bike lanes, sidewalks, curb, gutter, trail | From:Gettysburg To:Shaw:.5 | $2,040,000 | | | | | | | | X | X | X | X | X |
| Fresno | FRE500732 | | Hayes | Unconstructed to 4 LU with bike lanes, sidewalks, curb, gutter | From:Shaw To:Barstow Dist:.5 | $1,450,000 | | | | | | | | X | X | X | X | X |
| Fresno | FRE500733 | | Hayes | 2 LU to 4 LU with bike lanes, sidewalks, curb, gutter | From:Veterans Blvd To:Spruce Dist:.6 | $2,460,000 | | | | | | | | X | X | X | X | X |
| Clovis | FRE501718 | | HERITAGE GROVE MAIN STREET | Unconstructed to 2LU W/ TWLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter | From:Peach To:Minnewawa Dist:0.5 | $3,000,000 | | | | | | | X | X | X | X | X | X |
| Clovis | FRE501719 | | HERITAGE GROVE MAIN STREET | Unconstructed to 2LU W/ TWLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter | From:Minnewawa To:Clovis Dist:0.25 | $1,500,000 | | | | | | | X | X | X | X | X | X |
| Clovis | FRE501720 | | HERITAGE GROVE MAIN STREET | Unconstructed to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter | FROM:WILLOW TO:PEACH DIST:0.5 | $5,000,000 | | | | | X | X | X | X | X | X | X | X |
| Clovis | FRE500736 | | Herndon | 2LU to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics | From:DeWolf To:McCall Dist:2 | $32,000,000 | | | | | | | | X | X | X | X | X |
| Fresno | FRE500144 | | Herndon | Construct auxiliary lane on Herndon Avenue and complete the Class 1 bike path/multi-purpose trail on the north side within the project limits. | From:SR 41 To:Fresno St Dist:.13 | $533,000 | | | | X | X | X | X | X | X | X | X | X |
| Fresno | FRE500740 | | Herndon | 2 LD to 6 LD | From:Brawley To:Milburn Dist:.9 | $3,690,000 | | | | | X | X | X | X | X | X | X | X |
| Fresno | FRE501755 | | Herndon | 2 LD to 6 LD with trail and sidewalk | From:Riverside To:Hayes Dist:0.5 | $2,050,000 | | | | | | | X | X | X | X | X | X |
| Fresno | FRE501756 | | Herndon | 3 LU to 4 LD with bike lane, trail and sidewalk | From:Parkway To:Golden State Dist:0.2 | $620,000 | | | | | | | X | X | X | X | X | X |
| Fresno | FRE501757 | | Herndon | 5 LD to 6 LD with sidealk | From:Hayest To:Spruce Dist:0.6 | $2,460,000 | | | | | | | X | X | X | X | X | X |
| Clovis | FRE111347 | 20300000734 | Herndon Ave | Widen from 2 LU to 6 LD; dual lefts; traffic signal; sidewalk (part of Measure C Project K3 in the Urban Regional Program-split between FRE's 111347 and 111348) | Locan to De Wolf | $6,201,500 | | | X | X | X | X | X | X | X | X | X | X |
| Clovis | FRE111348 | 20300000738 | Herndon Ave | Widen from 2 LU to 6 LD; dual lefts; traffic signal; sidewalk (part of Measure C Project K3 in the Urban Regional Program-split between FRE's 111347 and 111348) | Intersection Temperance to Locan | $6,201,500 | | | X | X | X | X | X | X | X | X | X | X |
| Fresno | FRE111346 | 20300000731 | Herndon Ave | Widen from 4 LD to 6 LD (Measure C Project K10 in the Urban Regional Program) | Weber to Polk | $2,931,000 | | | | | | | X | X | X | X | X | X |
| Fresno | FRE111350 | 20300000750 | Herndon Ave | Widen Herndon, Polk to Milburn from 4LD to 6 LD and widen BNSF Overpass Bridge to 6 LN (Measure C Project K11 in the Urban Regional Program) | Polk to Milburn | $13,655,000 | | | X | X | X | X | X | X | X | X | X | X |
| Clovis | FRE500742 | | Highland | Unconstructed to 2L, w/2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics | From:Gettysburg To:Shaw Dist:.5 | $5,500,000 | | | | | | | X | X | X | X | X | X |
| Clovis | FRE500743 | | Highland | 2LU to 3LU, w/2WLTL, Sidewalks, Bike Lanes, Street Light, Curb and Gutter, Fiber Optics | From:Dakota To:Ashlan Dist:.5 | $5,500,000 | | | | | | | X | X | X | X | X | X |
| Kerman | FRE501793 | | Howard | Widen 2 LU to 4 LD, Sidewalks, Bike Lanes, Curb and Gutter, Streetlights | California to Whitesbridge | $5,600,000 | | | | | | | | | | | | X |
| Fresno | FRE500744 | | Hughes | Unconstructed to 3 LU with bike lanes, sidewalks, curb, gutter | From: North To:Church Dist:1.5 | $3,000,000 | | | | | | | | | | X | X | X |
| Huron | FRE500805 | | Hwy 269 | New Roundabout | From:N/A To:N/A | $3,000,000 | | | | | X | X | X | X | X | X | X | X |
| Huron | FRE500806 | | Hwy 269 | Lassen Ave & Palmer Ave Intersection Improvements | From:Lassen To: Palmer | $1,600,000 | | | | | | | | X | X | X | X | X |
| Huron | FRE500807 | | Hwy 269 | Lassen Ave & Palmer Ave Intersection Improvements | From:Lassen To: Tornado | $1,600,000 | | | | | | | X | X | X | X | X | X |
| Clovis | FRE500748 | | International | Unconstructed to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics | From:Willow To:Minnewawa Dist:1.0 | $8,000,000 | | | | | | | | X | X | X | X | X |
| Clovis | FRE501721 | | International | Unconstructed to 2LU W/ TWLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics | From:Minnewawa To:Clovis Dist:0.25 | $1,700,000 | | | | | | | | X | X | X | X | X |
| Clovis | FRE501722 | | International | Unconstructed to 2LU W/ TWLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics | From:Clovis To:Marion Dist:0.5 | $3,400,000 | | | | | | | | X | X | X | X | X |

| | | | Description | | | | Conformity Analysis Year (project open to traffic) | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Agency | TIP/RTP Project ID | CTIPs Project ID | Facility Name/Route | Type of Improvement | Project Limits | Estimated Cost | 2018 | 2019 | 2020 | 2021 | 2023 | 2024 | 2027 | 2030 | 2031 | 2035 | 2037 | 2042 |
| Fresno | FRE501758 | | International | 4 LU to 5LU with bike lanes and sidewalks, curb & gutter | From:Maple To:Chestnut Dist:0.1 | $300,000 | | | | | | | X | X | X | X | X | X |
| Fresno | FRE500582 | | Intersection | 3 LU to 4 LU with bike lane, curb, gutter and sidewalk | Intersection From:Maple Ave To:Nees Ave Dist:.2 | $580,000 | | | | | | | | X | X | X | X | X |
| Fresno County | FRE501738 | | Jayne Avenue | 2 LU to 4 LD | Glenn Avenue to Intersatate 5 | $304,000 | | | | | | | | | | | X | X |
| Fresno | FRE501759 | | Jeanne | 3 LU to 5 LU with bike lanes and sidewalk | From:Cornelia To:Ellery Dist:0.5 | $1,500,000 | | | | | | | X | X | X | X | X | X |
| Fresno | FRE500749 | | Jensen | 2 LU to 4 LD with bike lanes, sidewalks, curb, gutter, trail | From:Fruit To:Martin Luther King Blvd Dist:1 | $3,700,000 | | | | | | | | X | X | X | X | X |
| Fresno | FRE500750 | | Jensen | 4 LD to 6 LD with bike lanes, sidewalks, curb, gutter, trail | From:Orange To:Clovis Dist:3.5 | $16,450,000 | | | | | | | | | | X | X | X |
| Fresno | FRE500751 | | Jensen | 4 LD to 6 LD with Class 1 bike path/trail | From:Clovis To:Temperance Dist:2 | $9,400,000 | | | | | | | | X | X | X | X | X |
| Fresno | FRE500752 | | Jensen | 2 LU to 4 LD with bike lanes, sidewalks, curb, gutter, trail | From:Marks To:Fruit Dist:1.5 | $5,550,000 | | | | | | | | X | X | X | X | X |
| Kingsburg | FRE500367 | | Kamm Avenue | Kamm Avenue-Golden State Blvd to 10th Ave: 2 LU to 4 LU | From:Golden State Blvd To:10th Ave Dist:1 | $1,250,000 | | | | | | | X | X | X | X | X | X |
| Kingsburg | FRE500753 | | Kamm Avenue | Kamm Avenue-10th Ave. (Academy) to Madsen: 2 LU to 4 LU | From:10th Ave. (Academy) To:Madsen Dist:1 | $850,000 | | | | | | | X | X | X | X | X | X |
| Kingsburg | FRE500461 | | Kern | In Kingsburg Widen Kern-Rafer Johnson Drive to 10th from 2 to 4 lanes | From:Rafer Johnson Drive To:10th Dist:N/A | $500,000 | | | | | | | | X | X | X | X | X |
| Fresno | FRE500370 | | Kings Canyon | 2 LU to 4 LD | From:Chestnut To:Fowler Dist:3 | $9,300,000 | | | | X | X | X | X | X | X | X | X | X |
| Fresno | FRE500371 | | Kings Canyon | 2 LU to 4 LD with bike lanes, sidewalks | From:Armstrong To:Temperance Dist:1 | $3,100,000 | | | | | | | | X | X | X | X | X |
| Clovis | FRE500373 | | Leonard | 2LU to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics, Bridge at Enterprise Canal, Traffic Signal at Leonard and Shaw | From:Shaw To:Bullard Dist:1.0 | $11,000,000 | | | X | X | X | X | X | X | X | X | X | X |
| Clovis | FRE500375 | | Leonard | 3LD to 4LD, North 300 feet is 2LU Bottleneck, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics | From:Ashlan To:Gettysburg Dist:.5 | $2,500,000 | | | | | X | X | X | X | X | X | X | X |
| Clovis | FRE500376 | | Leonard | Unconstructed to 4LD | From:1.0 m N of Shaw (Bullard) To:Tollhouse Dist:1.8 | $30,000,000 | | | | | | | | X | X | X | X | X |
| Clovis | FRE500479 | | Locan | 2LU to 3LU, w/2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics, Bridge at Gould Canal | From:Gould Canal To:Holland Dist:.7 | $6,000,000 | | | | | X | X | X | X | X | X | X | X |
| Clovis | FRE500565 | | Locan | 2LU to 2LU, w/2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics | From:Bullard To:Herndon Dist:1 | $6,300,000 | | | | | | | | X | X | X | X | X |
| Clovis | FRE500588 | | Locan | 2LU to 3LU w/2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics | From:Shaw To:Barstow Dist:.5 | $5,000,000 | | | | | X | X | X | X | X | X | X | X |
| Clovis | FRE500953 | | Locan | 2LU to 2LU, w/2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics | Intersection From:Shaw To:Alamos Dist:.2 | $900,000 | | | | | X | X | X | X | X | X | X | X |
| Kerman | FRE501794 | | Madera | Widen 2 LU to 4 LD, Sidewalks, Bike Lanes, Curb and Gutter, Streetlights | 0.12 Mile N/O Whitesbridge to 0.25 N/O Nielsen | $5,040,000 | | | | | | | | X | X | X | X | X |
| Kerman | FRE501795 | | Madera | Widen 2 LU to 4 LD, Sidewalks, Bike Lanes, Curb and Gutter, Streetlights | Church to 0.25 Mile S/O Jensen | $6,000,000 | | | | | | | | | | X | X | X |
| Kingsburg | FRE500994 | | Madsen | In Kingsburg on Madsen Avenue from Kamm Ave to Sierra Street - Widen from 2L to 4L | From:Kamm To:Sierra Dist:1.0 | $1,500,000 | | | | | | | | X | X | X | X | X |
| Fresno County | FRE150019 | | Manning Ave | Replace deficient 2 lane bridge with new 4 lane bridge. | E Manning Ave, over Travers Creeks, 0.6 mi West of Alta Ave. | $3,252,000 | | | X | X | X | X | X | X | X | X | X | X |
| Fresno County | FRE500381 | | Manning Avenue | 2 LU to 4 LD | Buttonwillow Avenue to Alta Avenue | $11,038,000 | | | | | | | | | | | X | X |
| Fresno County | FRE500511 | | Manning Avenue | 2 LU to 4 LD | Alta Avenue to Hill Avenue | $8,569,000 | | | | | | | | | | X | X | X |
| Reedley | FRE500761 | | Manning Avenue | Roadway widening - 2 to 4 lanes | Buttonwillow to Englehart | $3,500,000 | | | | | | | | X | X | X | X | X |
| Fresno | FRE500386 | | Maple | 2 LU to 4 LD with sidewalks and bike lanes, curb, gutter | From:International To:Copper Dist:.5 | $1,550,000 | | | | | | | | X | X | X | X | X |
| Clovis | FRE501723 | | MARION | Unconstructed to 2LU, w/ 2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics | FROM:SHEPHERD TO:PERRIN DIST:0.5 | $2,800,000 | | | X | X | X | X | X | X | X | X | X | X |
| Clovis | FRE501724 | | MARION | Unconstructed to 2LU, w/ 2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics | FROM:PERRIN TO: BEHYMER DIST:0.5 | $3,000,000 | | | | | | | X | X | X | X | X | X |

**Regionally Significant Project Listing**

| | | | Description | | | | Conformity Analysis Year (project open to traffic) | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Agency | TIP/RTP Project ID | CTIPs Project ID | Facility Name/Route | Type of Improvement | Project Limits | Estimated Cost | 2018 | 2019 | 2020 | 2021 | 2023 | 2024 | 2027 | 2030 | 2031 | 2035 | 2037 | 2042 |
| Clovis | FRE501725 | | MARION | Unconstructed to 2LU, w/ 2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics | FROM:BEHYMER TO:INTERNATIONAL DIST:0.5 | $3,300,000 | | | | | | | | X | X | X | X | X |
| Fresno | FRE500388 | | Marks | 2 LU to 4 LD with sidewalks, curb, gutter | From:Weber To:Dakota Dist:.5 | $1,550,000 | | | | | | | | X | X | X | X | X |
| Fresno | FRE500389 | | Marks | 2 LU to 4 LD with sidewalks and bike lanes, curb, gutter | From:McKinley To:Parkway Dist:1 | $3,100,000 | | | | | | | | X | X | X | X | X |
| Fresno | FRE500390 | | Marks | 2 LU to 4 LD with bike lanes and sidewalks, curb, gutter | From:Neilsen To:McKinley Dist:1.5 | $4,650,000 | | | | | | | | X | X | X | X | X |
| Fresno | FRE500391 | | Marks | 2 LU to 4 LD with sidewalks and bike lanes, curb, gutter | From:Jensen To:Whitesbridge Dist:2 | $6,200,000 | | | | | | | | X | X | X | X | X |
| Fresno | FRE501760 | | Marks | 2 LU to 4 LD with sidewalks and bike lanes, curb, gutter | From:Bullard To:Sierra Dist:0.5 | $1,550,000 | | | | | | | X | X | X | X | X | X |
| Fresno | FRE501761 | | Marks | 2 LU to 4 LD with sidewalks and bike lanes, curb, gutter | From:Sierra T:Herndon Dist:0.5 | $1,550,000 | | | | | | | X | X | X | X | X | X |
| Fresno | FRE501762 | | Marty | 2 LD to 4 LD with bike lanes, gutter, curb, sidewalks | From:Weber To:Ashlan Dist:0.5 | $1,550,000 | | | | | | | X | X | X | X | X | X |
| Clovis | FRE500393 | | McCall | 2LU to 6LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics | From:Griffith To:Shaw Dist:1.4 | $20,000,000 | | | | | | | | X | X | X | X | X |
| Clovis | FRE500394 | | McCall | 2LU to 6LD, Sidewalks, Bike Lanes,Street Lights, Curb and Gutter, Fiber Optics | From:Bullard To:Herndon Dist:1 | $15,000,000 | | | | | | | | X | X | X | X | X |
| Clovis | FRE500395 | | McCall | 2LU to 6LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics, Bridge at Enterprise | From:Shaw To:Bullard Dist:1 | $15,000,000 | | | | | | | | X | X | X | X | X |
| Clovis | FRE500396 | | McCall | Unconstructed to 6 LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics | From:Herndon To:Shepherd Dist:2.2 | $35,000,000 | | | | | | | | | | X | X | X |
| Fresno | FRE500398 | | McKinley | Unconstructed to 3 LU with bike lanes, sidewalks | From:Sunnyside To:Fowler Dist:.75 | $1,500,000 | | | | | | | | X | X | X | X | X |
| Fresno | FRE500566 | | McKinley | Unconstructed to 5 LU with bike lanes, gutter, curb and sidewalks | From:Fowler To:Temperance Dist:1 | $3,000,000 | | | | | | | | | | X | X | X |
| Fresno | FRE500589 | | McKinley | 2 LU to 4 LD with bike lanes, sidewalks | From:Temperance To:Locan Dist:.5 | $1,550,000 | | | | | | | | X | X | X | X | X |
| Fresno | FRE501763 | | McKinley | 2 LD to 4 LD with bike lanes, gutter, curb, sidewalks | From:Polk To:Blythe Dist:1.0 | $3,100,000 | | | | | | | X | X | X | X | X | X |
| Fresno | FRE501764 | | McKinley | 2 LU to 4 LD with bike lanes, curb, gutter, sidewalk | From: Hughes To: Marks Dist: .5 | $3,000,000 | | | | | X | X | X | X | X | X | X | X |
| Fresno | FRE501765 | | McKinley | 2 LU to 4 LD with bike lanes, gutter, curb, sidewalks | From:Blythe To:West Dist:2.5 | $7,750,000 | | | | | | | X | X | X | X | X | X |
| Clovis | FRE500401 | | Minnewawa | 2LU to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optic, Bridge at Enterprise Canal, and Signals at Copper and International | From:Behymer To:International Dist:0.5 | $5,000,000 | | | | | | | X | X | X | X | X | X |
| Clovis | FRE500463 | | Minnewawa | 2LU to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics, Signals at Perrin and Behymer | From:Shepherd To:Behymer Dist:1 | $8,000,000 | | | X | X | X | X | X | X | X | X | X | X |
| Clovis | FRE500480 | | Minnewawa | 3L to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics | From:Fir To:Alluvial Dist:.6 | $3,000,000 | | | X | X | X | X | X | X | X | X | X | X |
| Fresno | FRE500403 | | Minnewawa | Unconstructed to 3 LU with bike lanes, gutter, curb and sidewalks | From:Grove To:Church Dist:.3 | $600,000 | | | | | | | | X | X | X | X | X |
| Kerman | FRE501796 | | Modoc | Construct 2 LD Collector,Median, Sidewalks, Bike Lanes, Curb and Gutter, Streetlights | UPRR to Whitesbridge | $4,600,000 | | | | | | | | X | X | X | X | X |
| Fresno | FRE501766 | | Muscat | New 3 LU with bike lanes, sidewalks, curb and gutter | From: Fig To: Elm Dist: .5 | $1,000,000 | | | | | | | X | X | X | X | X | X |
| Caltrans | FRE111351 | 20300000748 | N/A | Interchange Improvements | Interchange Cross Streets:I5 & SR 198 | $18,236,000 | | | | | | | | X | X | X | X | X |
| Caltrans | FRE111352 | 20300000752 | N/A | American Ave @ SR 99-Interchange Improvements | Interchange Cross Streets:American Ave & SR 99 | $56,853,000 | | | | | | | X | X | X | X | X | X |
| Caltrans | FRE111355 | 20300000756 | N/A | North/Cedar/SR 99-Improve Interchange | North Ave to Cedar | $110,180,000 | | | | | | | | X | X | X | X | X |
| Caltrans | FRE500520 | | N/A | Replace bridge structures and widen Floral | Interchange Cross Streets:SR 99 & SR 43 | $13,000,000 | | | | | | | | | | X | X | X |
| Caltrans | FRE500521 | | N/A | Improve interchange | Interchange Cross Streets:SR 99 & Shaw | $86,000,000 | | | | | | | | | | X | X | X |
| Fresno | FRE111353 | 20300000753 | N/A | Widen Undercrossing to 5 LN (Measure C Project K8 in the Urban Regional Program) | Intersection Herndon Ave to SR 99 | $26,365,000 | | | | | | | X | X | X | X | X | X |

| | | | Description | | | | Conformity Analysis Year (project open to traffic) | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Agency | TIP/RTP Project ID | CTIPs Project ID | Facility Name/Route | Type of Improvement | Project Limits | Estimated Cost | 2018 | 2019 | 2020 | 2021 | 2023 | 2024 | 2027 | 2030 | 2031 | 2035 | 2037 | 2042 |
| Fresno | FRE501074 | | N/A | Modify interchange to add a direct southbound on-ramp; eliminate Broadway/SR-41 southbound on-ramp; signalize ramp intersections with Van Ness and add ramp metering to new southbound on-ramp. | Interchange Crossstreets:Van Ness & Broadway | $1,230,000 | | | | | | | | X | X | X | X | X |
| Selma | FRE500790 | | Nebraska | Located in Selma on Nebraska Avenue from Highway 43 to 2nd Street, rehabilitate and widen roadway from 2-lane rural roadway to a 4-lane arterial with bike lanes and sidewalks, providing enhanced access to downtown Selma from Highway 43 and relieve congestion at the Thompson/Highland intersection. | Nebraska- From: Hwy 43 To: 2nd Street | $1,200,000 | | | | | X | X | X | X | X | X | X | X |
| Clovis | FRE500407 | | Nees | 2LU to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optic | From:Temperance To:Locan Dist:.5 | $4,500,000 | | | X | X | X | X | X | X | X | X | X | X |
| Clovis | FRE500408 | | Nees | 3LD to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optic, Traffic Signal at Nees and Armstrong | From:Armstrong To:Temperance Dist:.50 | $5,000,000 | | | | | X | X | X | X | X | X | X | X |
| Clovis | FRE500410 | | Nees | 2LU to 4LD Complete incomplete portions, Traffic Signal at Nees and Sunnyside | From:Clovis To:Fowler Dist:.50 | $5,000,000 | | | | | X | X | X | X | X | X | X | X |
| Clovis | FRE500411 | | Nees | 3LD to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics | From:Minnewawa To:Clovis Dist:.50 | $4,500,000 | | | X | X | X | X | X | X | X | X | X | X |
| Clovis | FRE500412 | | Nees | 2LU to 4LD Complete Incomplete Street Portions, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics | From:Fowler To:Armstrong Dist:.5 | $5,500,000 | | | | | | | X | X | X | X | X | X |
| Clovis | FRE500413 | | Nees | Unconstructed to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics | From:Locan To:Alluvial Alignment Dist:.50 | $5,000,000 | | | | | X | X | X | X | X | X | X | X |
| Fresno | FRE501767 | | Nees | 3 LD to 4 LD with bike lanes and sidewalk | From:Cedar To:Maple Dist:0.1 | $310,000 | | | | | | | X | X | X | X | X | X |
| Clovis | FRE170003 | | Nees Ave | On Nees Ave from Minnewawa to Clovis Ave; road widening and reconstruction, installation of curbs, gutters, returns, bicycle lanes, sidewalk, adjusting existing utilities, modifying existing traffic signal signalization, installing traffic striping, markings and signage, and street lights. | Minnewawa to Clovis Ave | $1,961,000 | | | X | X | X | X | X | X | X | X | X | X |
| Fresno | FRE500414 | | Neilson | Unconstructed to 3 LU with bike lanes, sidewalks | From:Blythe To:Brawley Dist:.5 | $1,000,000 | | | | | | | | | | X | X | X |
| Kerman | FRE501797 | | Nielsen | Construct 2 LD Collector,Median, Sidewalks, Bike Lanes, Curb and Gutter, Streetlights | Madera to Sycamore | $7,800,000 | | | | | | | | | | | | X |
| Fresno | FRE500418 | | North | 2 LU to 5 LU with bike lanes, sidewalks, curb and gutter | From:Cedar To:Chestnut Dist:1 | $3,000,000 | | | | | | | | | | X | X | X |
| Fresno | FRE500481 | | North | Reconstruct interchange to widen North Ave to 4 lanes from Orange to Cedar, including signalization and widening of the freeway ramps, bike lanes and sidewalks | From:Orange To:Cedar Dist:.5 | $2,050,000 | | | | | | | | X | X | X | X | X |
| Fresno | FRE501768 | | North | 2 LU to 4 LU with bike lanes, sidewalks, curb and gutter | From: Elm To: Hwy 41 Dist: .25 | $1,025,000 | | | | | | | X | X | X | X | X | X |
| Fresno | FRE501769 | | North | 2 LU to 4 LU with bike lanes, sidewalks, curb and gutter | From: Chestnut To: Willow Dist: .5 | $2,050,000 | | | | | | | X | X | X | X | X | X |
| Fresno | FRE501770 | | North | 2 LU to 4 LU with bike lanes, sidewalks, curb and gutter | From: 41 To Orange Dist: 2.25 | $9,225,000 | | | | | | | X | X | X | X | X | X |
| Fresno | FRE501771 | | North | 2 LU to 5 LU with bike lanes, sidewalks, curb and gutter | From: Willow To Minnewawa Dist: 1 | $3,000,000 | | | | | | | X | X | X | X | X | X |
| Fresno | FRE501772 | | North | 2 LU to 5 LU with bike lanes, sidewalks, curb and gutter with Class 1 bike path/trail | From: Fig To: Elm Dist: .5 | $1,500,000 | | | | | | | X | X | X | X | X | X |
| Huron | FRE501786 | | O St | O St to 9th St - Construct 2 lane collector street | From: O St To:9th St | $1,100,000 | | | | | | | | X | X | X | X | X |
| Fresno | FRE501072 | | O Street | Reconstruct O Street as 2 LU with bike lanes and sidewalks from Tuolumne to Stanislaus | From:Stanislaus To:Tuolumne Dist:0.1 | $145,000 | | | | | | | | X | X | X | X | X |
| Fresno | FRE500423 | | Olive | 2 LU to 5LU with bike lanes, gutter, sidewalk and sidewalks | From: MarksTo: SR 99 Dist:3.8 | $11,400,000 | | | | | | | | X | X | X | X | X |
| Fresno | FRE500568 | | Olive | 2 LU to 5 LU with bike lanes, gutter, curb and sidewalks | From:Clovis To:Temperence Dist:2 | $5,800,000 | | | | | | | | X | X | X | X | X |

**Regionally Significant Project Listing**

| | | | Description | | | | Conformity Analysis Year (project open to traffic) | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Agency | TIP/RTP Project ID | CTIPs Project ID | Facility Name/Route | Type of Improvement | Project Limits | Estimated Cost | 2018 | 2019 | 2020 | 2021 | 2023 | 2024 | 2027 | 2030 | 2031 | 2035 | 2037 | 2042 |
| Fresno | FRE500491 | | On/Off Ramps | Reconfigure for SB dual rights; and EB dual lefts on Divisadero at NB on ramp | Intersection From:SR 41 To:Divisadero Dist:N/A | $0 | | | | | | | | X | X | X | X | X |
| Fresno | FRE500427 | | Parkway Drive | 2 LU to 4 LD with bike lanes and sidewalks | From:Shaw To:Barstow Dist:.5 | $1,550,000 | | | | | | | | X | X | X | X | X |
| Fresno | FRE501773 | | Parkway Drive | 3 LU to 4 LD with bike lanes, sidewalks, curb, gutter | From:Herndon To:99 Dist:0.15 | $465,000 | | | | | | | X | X | X | X | X | X |
| Clovis | FRE500428 | | Peach | 2LU to 4LU, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics, Utility Relocation, Traffic Signal at Sierra and Peach | From:Sierra To:Magill Couplet Dist:.25 | $3,000,000 | | | | | | | X | X | X | X | X | X |
| Clovis | FRE500429 | | Peach | 2LU to 4LU, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics, Signals at Perrin and Behymer | From:Shepherd To:Behymer Dist:0.5 | $3,000,000 | | | X | X | X | X | X | X | X | X | X | X |
| Clovis | FRE500430 | | Peach | 2LU to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics, Bridge at Enterprise Canal, Signals at Copper and International | From:Behymer To:Copper Dist:1 | $12,000,000 | | | | | | | X | X | X | X | X | X |
| Fresno | FRE500431 | | Peach | 2 LU to 4 LD | From:Kings Canyon To:Belmont Dist:1 | $3,100,000 | | | | X | X | X | X | X | X | X | X | X |
| Fresno | FRE500432 | | Peach | 2 LD to 4 LD with bike lanes, gutter, curb and sidewalks | From:North To:Jensen Dist:1 | $3,100,000 | | | | | | | | X | X | X | X | X |
| Fresno | FRE111316 | 20300000729 | Peach Ave | Widen Peach, Jensen to Butler to 4 Lanes (Measure C Project I2A, I2B, I2C in the Urban Regional Program) | Jensen to Butler | $9,970,000 | | | | | | | | X | X | X | X | X |
| Clovis | FRE500433 | | Perrin | Unconstructed to 4LU, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics | From:Peach To:Minnewawa Dist:.5 | $3,000,000 | | | X | X | X | X | X | X | X | X | X | X |
| Clovis | FRE500434 | | Perrin | Unconstructed to 4LU, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics | From:Willow To:Peach Dist:.5 | $3,000,000 | | | X | X | X | X | X | X | X | X | X | X |
| Clovis | FRE500435 | | Perrin | Unconstructed to 4LU, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics | From:Minnewawa To:Clovis Dist:.5 | $3,000,000 | | | X | X | X | X | X | X | X | X | X | X |
| Clovis | FRE501726 | | Perrin | Unconstructed to 4LU, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics | From:Clovis to:Sunnyside Dist:.5 | $3,000,000 | | | X | X | X | X | X | X | X | X | X | X |
| Coalinga | FRE501737 | | Phelps Avenue | Demolition of existing roadway, complete roadway reconstruction, curb and gutter, sidewalk, curb ramps, street lights, class I mulit-trail, traffic striping and traffic signage | From:Posa Chanet Blvd to City Limits | $1,200 | | | | X | X | X | X | X | X | X | X | X |
| Clovis | FRE501727 | | PLYMOUTH | Unconstructed to 2LU, w/ 2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics | FROM:WILLOW TO:PEACH DIST:0.25 | $1,500,000 | | | | | X | X | X | X | X | X | X | X |
| Clovis | FRE501728 | | PLYMOUTH | Unconstructed to 2LU, w/ 2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics | FROM:PEACH TO:MINNEWAWA DIST:0.25 | $1,500,000 | | | | | X | X | X | X | X | X | X | X |
| Fresno | FRE500436 | | Polk | 2 LU to 4 LU with bike lanes, sidewalks, curb, gutter | From:Bullard To:Herndon Dist:1 | $2,900,000 | | | | | | | | X | X | X | X | X |
| Fresno | FRE500437 | | Polk | Widen from 2 LD to 4 LD with bike lanes, sidewalks, curb, gutter | From:Olive To:McKinley Dist:.5 | $1,550,000 | | | | | | | | X | X | X | X | X |
| Fresno | FRE500438 | | Polk | Unconstructed to 4 LD with bike lanes, sidewalks, curb, gutter | From:Olive To:Belmont Dist:.5 | $1,550,000 | | | | | | | | | | X | X | X |
| Fresno | FRE500439 | | Polk | 2 LU to 4 LD with bike lanes and sidewalks, curb, gutter | From:Gettysburg To:Shaw Dist:.5 | $1,550,000 | | | | | | | | X | X | X | X | X |
| Fresno | FRE500440 | | Polk | 2 LU to 4 LD with bike lanes, sidewalks, curb, gutter | From:McKinley To:Shields Dist:1 | $3,100,000 | | | | | | | | | | X | X | X |
| Fresno | FRE500441 | | Polk | 2 LU to 4 LD with bike lanes, sidewalks, curb, gutter | From:Shields To:Gettysburg Dist:1.5 | $4,650,000 | | | | | | | | | | X | X | X |
| Clovis | FRE501729 | | PRYOR | Unconstructed to 2LU, w/ 2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics | FROM:PEACH TO:MINNEWAWA DIST:0.5 | $3,000,000 | | | | | X | X | X | X | X | X | X | X |
| Clovis | FRE501730 | | PRYOR | Unconstructed to 2LU, w/ 2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics | FROM:WILLOW TO:PEACH DIST:0.25 | $1,500,000 | | | | | X | X | X | X | X | X | X | X |
| Fresno | FRE500642 | | Riverside | 2 LU to 4 LU with sidewalks, bike lanes, curb & gutter | From:Herndon To:Spruce Dist:.3 | $1,230,000 | | | | | | | X | X | X | X | X | X |
| Fresno | FRE500472 | | Riverside (Bullard Diag) | 2 LD to 4 LD with bike lane and sidewalk, curb & gutter | From:Cresta To:Veterans Dist:.2 | $1,550,000 | | | | X | X | X | X | X | X | X | X | X |
| Fresno | FRE500646 | | Riverside (Bullard Diag) | 2 L to 4 LD with bike lanes, sidewalks | From:Herndon To:Cresta Dist:.6 | $1,860,000 | | | | X | X | X | X | X | X | X | X | X |

**Regionally Significant Project Listing**

| | | | Description | | | | Conformity Analysis Year (project open to traffic) | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Agency | TIP/RTP Project ID | CTIPs Project ID | Facility Name/Route | Type of Improvement | Project Limits | Estimated Cost | 2018 | 2019 | 2020 | 2021 | 2023 | 2024 | 2027 | 2030 | 2031 | 2035 | 2037 | 2042 |
| Fresno | FRE501774 | | Roeding | 2 LD to 4 LD with bike lanes, sidewalks, curb, gutter | From:Kearney To:Nielsen Dist:0.35 | $1,085,000 | | | | | | | X | X | X | X | X | X |
| Fresno | FRE500447 | | Shaw | 4 LD to 6 LD (retrofit) | From:Blythe To:Brawley Dist:0.5 | $2,050,000 | | | | | | | | X | X | X | X | X |
| Fresno | FRE500482 | | Shaw | 2 LU to 6 LD | From:Veterans Blvd To:Golden State Dist:.8 | $3,280,000 | | | | | | | | X | X | X | X | X |
| Fresno | FRE500591 | | Shaw | 2 LU to 4 LD with bike lanes, sidewalks | From:Garfield To:Veterans Blvd Dist:.8 | $3,000,000 | | | | | | | | X | X | X | X | X |
| Fresno | FRE501078 | | Shaw | 2 LU to 4 LD with bike lanes, sidewalks, curb & gutter, traffic signals and synchronization | From:Garfield To:Polk Dist:2 | $6,200,000 | | | | | | | | X | X | X | X | X |
| Fresno | FRE501775 | | Shaw | 3 LD to 4 LD with bike lanes and sidewalk | From:Polk To:Cornelia Dist:0.5 | $1,550,000 | | | | | | | X | X | X | X | X | X |
| Fresno | FRE501776 | | Shaw | 4 LD to 6 LD with bike lanes and sidewalk | From:Cornelia To:Brawley Dist:1.0 | $4,100,000 | | | | | | | X | X | X | X | X | X |
| Fresno County | FRE500448 | | Shaw Avenue | 2 LU to 4 LD | McCall Avenue to Academy Avenue | $13,140,000 | | | | | | | | | | X | X | X |
| Clovis | FRE500492 | | Shepherd | 2LU to 3LD, Sidewalks, Bike Lanes, Street Lgihts, Curb and Gutter, Fiber Optics | From:Clovis To:Fowler Dist:1 | $10,000,000 | | | X | X | X | X | X | X | X | X | X | X |
| Clovis | FRE500493 | | Shepherd | 2LU to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optic | From:Tollhouse To:Del Rey Dist:1.5 | $20,000,000 | | | | | | | | X | X | X | X | X |
| Clovis | FRE500494 | | Shepherd | 3LU to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics, Traffic Signal at Shepherd and Peach | From:Willow To:Clovis Dist:1.5 | $14,000,000 | | | X | X | X | X | X | X | X | X | X | X |
| Clovis | FRE500496 | | Shepherd | 3LD to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics, Traffic Signal at Shepherd and Locan | From:Temperance To:Dewolf Dist:1 | $10,000,000 | | | | | | | X | X | X | X | X | X |
| Clovis | FRE500498 | | Shepherd | 3LD to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics | From:Clovis To:Fowler Dist:1 | $9,000,000 | | | X | X | X | X | X | X | X | X | X | X |
| Clovis | FRE500499 | | Shepherd | 3LD to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics, Traffic Signal at Shepherd and Armstrong | From:Fowler To:Armstrong Dist:.5 | $6,000,000 | | | | | | | X | X | X | X | X | X |
| Clovis | FRE500500 | | Shepherd | 3LU to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics | From:Armstrong To:Temperance Dist:.5 | $5,000,000 | | | | | | | X | X | X | X | X | X |
| Fresno | FRE500495 | | Shepherd | 2 LD to 4 LD with sidewalks, curb & gutter | From:Chestnut To:Willow Dist:.5 | $930,000 | | | | | | | X | X | X | X | X | X |
| Fresno | FRE500497 | | Shepherd | 3 LD to 4 LD with bike lanes and sidewalks, curb & gutter | From:Cedar To:Maple Dist:.5 | $620,000 | | | | | | | | X | X | X | X | X |
| Fresno | FRE500503 | | Shields | 3 LD to 4 LD with bike lanes, gutter, curb and sidewalks | From:Sunnyside To:Fowler Dist:.4 | $1,240,000 | | | | | | | X | X | X | X | X | X |
| Fresno | FRE500449 | | Sierra | Unconstructed to 3 LU with bike lanes, sidewalks, curb & gutter | From:Bullard Diagonal To:Carnegie Dist:.3 | $600,000 | | | | | | | | X | X | X | X | X |
| Fresno | FRE500505 | | Sierra | 2 LU to 4 LU | From:SR 41 Bridge To:Fresno St Dist:.2 | $580,000 | | | | | | | | X | X | X | X | X |
| Fresno | FRE501777 | | Sierra | 2 LU to 4 LU with bike lanes and sidewalk | From:Blackstone To:Fresno Dist:0.5 | $1,450,000 | | | | | | | X | X | X | X | X | X |
| Kingsburg | FRE500466 | | Sierra St | 2 LU to 4 LU | From:Bethel Ave To:Sixth St Dist:.8 | $1,250,000 | | | | | | | X | X | X | X | X | X |
| Fresno | FRE500506 | | Sierra/Dante | 2 LU to 5 LU with bike lanes, sidewalks, curb & gutter | From:Polk To:Escalon Dist:.5 | $1,450,000 | | | | | | | | X | X | X | X | X |
| Kerman | FRE501798 | | Siskiyou | Construct 2 LD Collector,Median, Sidewalks, Bike Lanes, Curb and Gutter, Streetlights | 0.25 Mile S/O Jensen to Jensen | $1,300,000 | | | | | | | | | | | | X |
| Fresno | FRE501778 | | Sommerville | 3 LD to 4 LD w/ BL, G, C, SW | From:Plymouth To:Chestnut Dist:0.2 | $620,000 | | | | | | | X | X | X | X | X | X |
| Fresno | FRE500509 | | Spruce | Unconstructed 5 LU with bike lanes, gutter, curb and sidewalks. | From:Riverside To: Strother Dist: .25 | $1,500,000 | | | | | | | | X | X | X | X | X |
| Fresno | FRE500146 | | SR 41 Auxiliary Lane | Auxiliary Lane | From:Gettysburg Overcross To:Shaw Exit Ramp | $1,271,000 | | | | | | | | X | X | X | X | X |
| Fresno | FRE500145 | | SR 41 Shaw Off Ramp | Widen Ramp | Interchange Crossstreets:SR 41 Off Ramp & Shaw | $246,000 | | | | X | X | X | X | X | X | X | X | X |
| Orange Cove | FRE501800 | | SR 63, Hills Valley Road | Widen to 4-lane arterial and rehabilitate roadway | From Park to Clayton | $3,500,000 | | | | | | | | | | | | X |
| Caltrans | FRE500514 | | SR180 W | 2 Lane on New E-W Alignment | I-5 to Junction SR 33/SR180 | $305,110,000 | | | | | | | | | | X | X | X |
| Caltrans | FRE500516 | | SR41 | Add NB Auxiliary Lanes | O Street to Shields | $19,500,000 | | | | | | | | | | X | X | X |
| Caltrans | FRE500570 | | SR41 | SR 41-Ashlan to Shaw: Add 1 NB Auxiliary Lane | Ashlan to Shaw | $7,000,000 | | | | | | | | | | X | X | X |
| Caltrans | FRE500759 | | SR41 | SR 41: El Paso to Friant: Add 1 SB Auxiliary Lane | El Paso to Friant | $13,970,000 | | | | | | | X | X | X | X | X | X |
| Caltrans | FRE500767 | | SR41 | SR 41-Tulare to O Street: Widen Auxiliary Lane/Improve Ramps (Project J in the Measure C Urban Regional Program) | Tulare Ave to O Street | $4,900,000 | X | X | X | X | X | X | X | X | X | X | X | X |
| Caltrans | FRE501717 | | SR41 | Widen from 2-Lane to 4-lane expressway | From: Kings County Line To Elkhorn Ave | $60,000,000 | | | | | | X | X | X | X | X | X | X |

| | | | Description | | | | Conformity Analysis Year (project open to traffic) | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Agency | TIP/RTP Project ID | CTIPs Project ID | Facility Name/Route | Type of Improvement | Project Limits | Estimated Cost | 2018 | 2019 | 2020 | 2021 | 2023 | 2024 | 2027 | 2030 | 2031 | 2035 | 2037 | 2042 |
| Kingsburg | FRE500450 | | Stroud | In Kingsburg widen Stroud Avenue from 10th to Simpson from 2 lanes to 4 lanes | From:10th To:Simpson Dist:N/A | $1,250,000 | | | | | | | | X | X | X | X | X |
| Orange Cove | FRE500893 | | Sumner Ave. | Widen to 4-lane collector and rehabilitate roadway | From Monson to Anchor | $1,750,000 | | | X | X | X | X | X | X | X | X | X | X |
| Clovis | FRE500524 | | Sunnyside | 2LU to 3LU, w/TWLTL, Sidewalks, Bike Route, Street Lights, Curb and Gutter Fiber Optic | From:Bullard To:Tollhouse Dist:.2 | $700,000 | | | X | X | X | X | X | X | X | X | X | X |
| Clovis | FRE501731 | | Sunnyside | 2LU to 4LU, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optic, Utility Relocation | From:Shepherd To:Perrin Dist:.0.5 | $3,000,000 | | | X | X | X | X | X | X | X | X | X | X |
| Fresno | FRE500523 | | Sunnyside | Unconstructed to 3 LU with bike lanes, sidewalks curb and gutter | From:Clinton To:Fowler & Weldon Dist: 0.3 | $600,000 | | | | | | | | X | X | X | X | X |
| Fresno | FRE500544 | | Sunnyside McKinley | Unconstructed to 3 LU with bike lanes, sidewalks | From:Sunnyside To:Fowler Dist:.5 | $1,000,000 | | | | | | | | X | X | X | X | X |
| Coalinga | FRE500916 | | Sunset Street | On Sunset Street and Van Ness Street-construct single lane roundabout | From:Sunset Street To:Van Ness Ave Dist:.1 | $1,000,000 | X | X | X | X | X | X | X | X | X | X | X | X |
| Clovis | FRE501732 | | SYLMAR | Unconstructed to 2LU, w/ 2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics | FROM:SHEPHERD TO:PERRIN DIST:0.25 | $1,500,000 | | | | | X | X | X | X | X | X | X | X |
| Clovis | FRE501733 | | SYLMAR | Unconstructed to 2LU, w/ 2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics | FROM:PERRIN TO: BEHYMER DIST:0.5 | $2,600,000 | | | | | X | X | X | X | X | X | X | X |
| Clovis | FRE501734 | | Teague | Unconstructed to 2LU, w/ 2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter | From:Marion To:Fowler Dist:0.75 | $8,000,000 | | | | | | | X | X | X | X | X | X |
| Fresno | FRE501779 | | Teague | 2 LU to 5 LU with bike lanes and sidewalk | From:Cedar To:Maple Dist:0.5 | $1,500,000 | | | | | | | X | X | X | X | X | X |
| Fresno | FRE501780 | | Teague | 2 LU to 5 LU with bike lanes and sidewalk | From:Maple To:Chestnut Dist:0.3 | $900,000 | | | | | | | X | X | X | X | X | X |
| Fresno | FRE500526 | | Temperance | 2 LU to 6 LD with bike lanes, trail, sidewalks curb and gutter | From:Belmont To:Dakota Dist:2.5 | $11,750,000 | | | | | | | | | | X | X | X |
| Fresno | FRE500527 | | Temperance | 2 LU to 6 LD with bike lanes, trail, sidewalks curb and gutter | From:Jensen To:Belmont Dist:3 | $14,100,000 | | | | | | | | | | X | X | X |
| Clovis | FRE500528 | | Thompson | Unconstructed to 5LU, w/ 2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics | From:Ashlan To:Shaw Dist:1 | $10,000,000 | | | | | | | X | X | X | X | X | X |
| Clovis | FRE500468 | | Tollhouse | 2LU to 3LU, W/2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics | From:Locan To:Shepherd Dist:2.3 | $18,000,000 | | | X | X | X | X | X | X | X | X | X | X |
| Huron | FRE500808 | | Tornado Ave | Tornado Ave from Lassen Ave to Azteca Blvd - Construction of new 2 lane collector street | From:Lassen To:Azteca | $950,000 | | X | X | X | X | X | X | X | X | X | X | X |
| Huron | FRE501787 | | Tornado Ave | Tornado Ave from Azteca Blvd to O St - Construction of new 2 lane collector street | From:Azteca To:O St | $1,200,000 | | | | | | | X | X | X | X | X | X |
| Huron | FRE501788 | | Tornado Ave | Tornado Ave from Lassen Ave to Granada St - Construction of new 2 lane collector street | From:Lassen To:Granada | $900,000 | | | | | | X | X | X | X | X | X | X |
| Fresno | FRE500530 | | Tulare | Unconstructed to 5 LU with bike lanes, gutter, curb and sidewalks | From:Clovis To:Argyle Dist:.3 | $900,000 | | | | | | | X | X | X | X | X | X |
| Fresno | FRE500532 | | Valentine | 2 LU to 4LU with bike lanes, sidewalks, curb, gutter | From:Weber To:Ashlan Dist:.3 | $870,000 | | | | | | | | X | X | X | X | X |
| Fresno | FRE500571 | | Valentine | 2 LU to 4 LU with bike lanes, sidewalks | From:Ashlan To:Gettysburg Dist:.5 | $2,050,000 | | | | | | | | X | X | X | X | X |
| Fresno | FRE501781 | | Valentine | Unconstructed to 3LU with bike lanes, sidewalks, curb, gutter | From:Nielsen To:Franklin Dist:0.4 | $800,000 | | | | | | | X | X | X | X | X | X |
| Fresno | FRE111312 | 20300000726 | Ventura | Widen to 4 LN Divided Arterial (Measure C Project F in the Urban Regional Program) | SR 41 to SR 99 | $3,427,000 | | | | | | | X | X | X | X | X | X |
| Fresno | FRE500535 | | Veterans Blvd | Unconstructed 6 LD bike lanes, gutter, curb, sidewalk, trail | From:Browning To:Bullard Dist:.25 | $1,175,000 | | | | | | | X | X | X | X | X | X |
| Fresno | FRE500537 | | Veterans Blvd | Unconstructed 6 LD bike lanes, gutter, curb, sidewalk, trail | From:Holland To:Barstow Dist:1.3 | $3,240,000 | | | | | | | | X | X | X | X | X |
| Fresno | FRE500562 | | Veterans Blvd | Unconstructed 6 LD bike lanes, gutter, curb sidewalks, trail | From: Bullard To: Riverside Dist: .6 | $2,530,000 | | | | | | | X | X | X | X | X | X |
| Fresno | FRE501782 | | Veterans Blvd | Unconstructed 6 LD bike lanes, gutter, curb, sidewalk, trail | From: Hayes To: Herndon Dist: .7 | $4,520,000 | | | | | | | X | X | X | X | X | X |
| Fresno | FRE111328 | 20300000735 | Veterans Boulevard | Veterans Blvd./SR 99 Interchange; partial cloverleaf interchange with bridges over SR 99, Golden State Blvd., and southbound off-ramp, 6LD Veterans Blvd., 2 lane connecting street to Golden State Blvd., and Sierra Avenue street improvements to Bullard Avenue (Measure C Project N1 in the Urban Regional Program) | From: Bullard/Riverside to Barstow/Bryan | $50,050,000 | | X | X | X | X | X | X | X | X | X | X | X |

**Regionally Significant Project Listing**

| | | | Description | | | | Conformity Analysis Year (project open to traffic) | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Agency | TIP/RTP Project ID | CTIPs Project ID | Facility Name/Route | Type of Improvement | Project Limits | Estimated Cost | 2018 | 2019 | 2020 | 2021 | 2023 | 2024 | 2027 | 2030 | 2031 | 2035 | 2037 | 2042 |
| Fresno | FRE111329 | 20300000736 | Veterans Boulevard | Veterans Blvd. Extension: 4LD Bryan to Shaw and 6LD Bullard to Herndon; and Connect Interchange to Shaw & Herndon (per NEPA) | From: Shaw to Barstow/ Bryan and Bullard/Riverside to Herndon | $105,620,000 | | | X | X | X | X | X | X | X | X | X | X |
| Fresno | FRE501716 | | Veterans Boulevard | Bridge over UPRR & CHSRA Tracks; bridge structure with 6 lane divided Veterans Blvd., complete 2 lane divided Veterans Blvd. with concrete approaching bridge structure, traffic signal, street lights, water and recycled water mains, storm drains, and vacation and street alterations to Carnegie Avenue | From: Veterans/Bullard Int. to new Golden State Blvd. | $23,992,000 | | X | X | X | X | X | X | X | X | X | X | X |
| Clovis | FRE500538 | | Villa | 2LU to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics | From:Herndon Ave To:Fir Dist:.1 | $1,000,000 | | | | | | | X | X | X | X | X | X |
| Clovis | FRE501735 | | VILLA | Unconstructed to 2LU, w/ 2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics | FROM:SHEPHERD TO:PERRIN DIST:0.25 | $1,500,000 | | | | | X | X | X | X | X | X | X | X |
| Clovis | FRE501736 | | VILLA | Unconstructed to 2LU, w/ 2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics | FROM:PERRIN TO: BEHYMER DIST:0.25 | $1,500,000 | | | | | X | X | X | X | X | X | X | X |
| Fresno | FRE500541 | | Walnut Connector | Unconstructed to 4 LD with bike lanes and sidewalks | From:Fresno To:Walnut Dist:1.1 | $3,410,000 | | | | | | | | X | X | X | X | X |
| Fresno | FRE500543 | | Weber | 2 LU to 4 LD with bike lanes, gutter, curb, sidewalks | From:Marty To:Clinton Dist:2.1 | $6,510,000 | | | | | | | | X | X | X | X | X |
| Fresno | FRE501783 | | Weber | 2 LU to 4 LD with bike lanes, gutter, curb, sidewalks | From:Brawley To:Marty Dist:0.5 | $1,550,000 | | | | | | | X | X | X | X | X | X |
| Fresno | FRE501784 | | Whitesbridge | 2 LU to 4 LD with bike lanes, gutter, curb, sidewalks | From:Blythe To:Brawley Dist:0.5 | $1,550,000 | | | | | | | X | X | X | X | X | X |
| Kerman | FRE500888 | | Whitesbridge | Widen to 4 LD, Sidewalks, Bike Lanes, Curb and Gutter, Streetlights | Modoc to 0.15 miles E/O Vineland | $6,700,000 | | | | | | | | X | X | X | X | X |
| Kerman | FRE501799 | | Whitesbridge | Widen 3 LU to 4 LD, Sidewalks, Bike Lanes, Curb & Gutter, Streetlights | Goldenrod to Howard | $7,200,000 | | | | | | | | | | X | X | X |
| Clovis | FRE500552 | | Willow | 2 LU to 6 LD | From:Alluvial To:1/8 mile north Dist:.13 | $508,000 | X | X | X | X | X | X | X | X | X | X | X | X |
| Clovis | FRE500557 | | Willow | 4 LD to 6 LD - Clovis side only | From:International To:Copper Dist:.5 | $2,500,000 | | | X | X | X | X | X | X | X | X | X | X |
| Fresno | FRE500065 | | Willow | Southbound 1 lane to 3 lanes including bike lanes, gutter, curb and trail | From:Shepherd Ave To:Copper Dist:2 | $4,000,000 | | | | | | | X | X | X | X | X | X |
| Fresno | FRE500469 | | Willow | 2 LU to 5 LU with bike lanes, gutter, curb and sidewalks | From:Kings Canyon To:Olive Dist:1.5 | $4,350,000 | | | | | | | | X | X | X | X | X |
| Clovis | FRE500757 | | Willow Avenue | Complete widening to 6LD where needed and add bike lanes | From:Barstow To:Copper Ave Dist:5.5 | $1,000,000 | | | | | | | X | X | X | X | X | X |
| Fresno | FRE111306 | 20300000687 | Willow Avenue | Willow-International to Copper Southbound: Widen to 3 Lanes(Measure C Project D6 in the Urban Regional Program) | International Ave to Copper Ave | $783,000 | | | | | | | X | X | X | X | X | X |
| Fresno | FRE111307 | 20300000724 | Willow Avenue | Widen to 3 SB Lanes (Measure C Project D7 in the Urban Regional Program) | Herndon Ave to Alluvial Ave | $5,752,000 | | | | | | | | X | X | X | X | X |
| Fresno County | FRE500558 | | Willow Avenue | 2 LU to 6 LD East (County Side Only) | Shepherd Avenue to Copper Avenue | $3,647,000 | | | | | X | X | X | X | X | X | X | X |
| Fresno County | FRE500559 | | Willow Avenue | 2 LU to 4 LD | Copper Avenue to Friant Road | $4,909,000 | | | | | | | | | | | X | X |

**Federally-Funded Non-Regionally Significant Project Listing**

| | | | Description | | | | Conformity Analysis Year (project open to traffic) | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Agency | TIP/RTP Project ID | CTIPs Project ID | Facility Name/Route | Type of Improvement | Project Limits | Estimated Cost | 2018 | 2019 | 2020 | 2021 | 2023 | 2024 | 2027 | 2030 | 2031 | 2035 | 2037 | 2042 |
| Clovis | FRE111373 | 20300000774 | N Leonard Ave | Bridge No. 42C0494, N Leonard Ave over Enterprise Canal, 0.16 MI South of Bullard. Replace 2 lane bridge with 4 lane bridge. | Intersection Leonard Avenue to Over Enterprise Canal | $1,467,000 | | | | | X | X | X | X | X | X | X | X |
| Clovis | FRE150054 | | Owens Mountain Parway | Constructing a new street, asphalt concrete, aggregate base, constructing a box culvert bridge, adjusting manholes & water valves, striping, curb & gutter, and a raised median. | East of Temperance to Enterprise Canal | $1,403,706 | | | X | X | X | X | X | X | X | X | X | X |
| Clovis | FRE150002 | 20300000868 | Peach | Widening, reconstructing and rehabilitation including grinding, new asphalt concrete, aggregate base, and re-striping | S. of Vartikian to Palo Alto | $226,875 | | X | X | X | X | X | X | X | X | X | X | X |
| Clovis | FRE170005 | | Villa-Minnewawa Ave | Road widening reconstruction, installation of curbs, gutters, returns, bicycle lanes, sidewalk, median island, adjustment of existing utilities, installation of landscaping, irrigation, traffic striping, marking and signage, and street lights. | Herndon Ave to Alluvial | $2,191,000 | | | | X | X | X | X | X | X | X | X | X |

**Exempt Project Listing (In $1000)**

| Agency | TIP/RTP Project ID | Facility Name/Route | Project Description | Project Limits | Estimated Cost | Exemption Code |
|---|---|---|---|---|---|---|
| Caltrans | LSTMP496 | 5 | Near Coalinga on Interstate 5 at the Coalinga-Avenal Safety Roadside Rest Area. Repair aging Water and Wastewater Systems. | From: N/A To: N/A Dist: N/A | $6,361 | 1.15 |
| Caltrans | LSTMP499 | 5 | Near Mendota on Interstate 5, at Tumey Gulch Bridge No. 42-0246L/R. Replace bridge. (G13 Contingency Project) | From: N/A To: N/A Dist: N/A | $16,531 | 1.19 |
| Caltrans | LSTMP498 | 33 | Highway 33 in Firebaugh from south of Morris Kyle Drive to Clyde Fannon Drive. Construct continuous accessible pedestrian path to comply with Americans with Disabilities Act (ADA) standards. | From: Morris Kyle Dr To: Clyde Fannon Dr Dist: 1.6 | $4,074 | 3.02 |
| Caltrans | LSTMP588 | 33 | Hwy 33 in Fresno County, at Colony Main Canal Bridge No. 42-0031, Helm Canal Bridge No. 42-0033 and Poso Canal Bridge NO. 42-0034; also in Kern County on Route 58 at Main Drain Canal Bridge No. 50-0013. Repair erosion, clean and encase piers in concrete. | From: N/A To: N/A Dist: N/A | $4,727 | 1.19 |
| Caltrans | LSTMP570 | 41 | On SR41 in Fresno at the South Fresno Viaduct No. 42-0226L/R (between Golden State Blvd and past Broadway). Replace failed joint seals and rehabilitate worn bridge decks with polyester concrete overly. | From: Golden State Blvd To: Broadway Dist: N/A | $9,922 | 1.1 |
| Caltrans | LSTMP609 | 41 | In and near the city of Fresno, from 0.1 mile south of North Avenue to the Madera County line; also on Route 99 (PM 19.36 to PM 21.9), Route 168 (PM R0.2L/R to PM R9.7), and Route 180 (PM R58.55 to PM R59.85). Replace and upgrade existing communication elements for the Traffic Management System (TMS). | From: N/A To: N/A Dist: N/A | $20,424 | 1.07 |
| Fresno, City of | FRE130037 | 41 | Traffic Signal Synchronization of Arterials and Freeway Crossings: 14 Crossing Locations and 28 Signals City Wide; Install ITS Communications, 2070 controllers, cameras, cabinets, and some detection. | From: N/A To: N/A Dist: 7.08 | $2,937 | 5.07 |
| Caltrans | LSTMP593 | 43 | Highway 43 near Selma, from Kings County Line to East Mountain View Avenue. Construct rumble strips and update pavement delineation. | From: Kings County Line To: E. Mountain View Dist: 7.3 | $2,000 | 1.11 |
| Caltrans | LSTMP497 | 99 | Highway 99 Near Fresno, from the Tulare line to American Ave; also in Tulare County, from 0.9 mile north of Kings River Bridge to Fresno County line. Pave gore and miscellaneous areas, construct maintenance vehicle pull outs and repair irrigation systems. | From: American Ave To: N of Tulare Kings River Bridge Dist: 15.24 | $4,653 | 1.1 |
| Caltrans | LSTMP502 | 99 | Highway 99 in and near Kingsburg, from Route 201 to south of Second Street. Roadway rehabilitation. | From: Route 201 To: Second St Dist: N/A | $28,932 | 1.1 |
| Caltrans | LSTMP594 | 99 | Highway 99 in and near Selma and Fowler, from 0.1 south of Rose Avenue Undercrossing to Merced Street Undercrossing. Replace pavement with Continuous Reinforced Concrete Pavement (CRCP). Update curb ramps to meet current ADA standards. | From: Rose To: Merced Dist: 32.4 | $99,925 | 1.1 |
| Caltrans | LSTMP586 | 168 | Hwy 168 in Fresno County, between Shepherd Avenue and Lockwood Lane and Lodge Road Park and Ride and Tollhouse/Auberry Roads. Construct centerline rumble strip. | From: N/A To: N/A Dist: N/A | $2,003 | 1.11 |
| Caltrans | LSTMP608 | 168 | Near Prather, from Sample Road to Oak Creek Road. Upgrade barrier railing, cold plane pavement, place Hot Mix Asphalt (HMA) and Rubberized Hot Mix Asphalt concrete | From: Sample Rd To: Oak Creek Rd Dist: 14.6 | $8,126 | 1.1 |
| Caltrans | FRE130063 | 180 | In and near the City of Fresno from 0.2 mile west of Brawley Avenue to 0.2 mile East Teilman Avenue; highway planting. | From: Brawley To: Teilman Dist: 2.60 | $5,122 | 4.09 |
| Caltrans | LSTMP470 | 180 | Near the City of Fresno, at Kings River Overflow Bridge No. 42-0074. Replace Bridge. | From: Kings River Overflow To: N/A Dist: N/A | $1,600 | 1.19 |
| Caltrans | LSTMP500 | 180 | On Highway 180 near Squaw Valley, at Mill Creek Bridge No. 42-0080; also near Cedar Grove at South Fork Kings River Bridge No. 42-0024 PM 130.1. Bridge Rail Upgrade. | From: N/A To: N/A Dist: N/A | $5,384 | 1.09 |
| Caltrans | LSTMP587 | 198 | Hwy 198 in Fresno County, at various locations (also in Kern County on Route 119 at various locations), replace damage drainage systems. | From: N/A To: N/A Dist: N/A | $3,472 | 1.1 |
| Firebaugh, City of | FRE190004 | 8th St | 8th Street from P St to SR33; Rehab and Construction of pedestrian facilities, including sidewalks, curb, gutter, and ramps | From: P St To: SR33 Dist: N/A | $343 | 3.02 |
| Mendota, City of | LSTMP602 | 8th Street | Reconstruct 8th Street from Oller to Rio Frio, including upgrades to curb ramps and alley approaches. | From: Oller To: Rio Frio Dist: N/A | $650 | 1.1 |
| Fresno, City of | LSTMP550 | Abby St | Abby Street from Divisadero to Olive; AC Overlay and installation of curb ramps, signal loop detectors, signage and striping. | From: Divisadero To: Olive Dist: 1 | $1,524 | 1.1 |

**Exempt Project Listing (In $1000)**

| Agency | TIP/RTP Project ID | Facility Name/Route | Project Description | Project Limits | Estimated Cost | Exemption Code |
|---|---|---|---|---|---|---|
| Sanger, City of | FRE070617 | Academy Ave. | Academy Ave between North and 11th. Combination overlay/reconstruction and widening to add turn lanes. | From: North To: 11th Dist: N/A | $5,150 | 1.1 |
| Fowler, City of | LSTMP613 | Adams Ave | Adams Ave from 5th St to Merced St; Reconstruction of pavement and pedestrian facilities | From: 5th St To: Merced St Dist: N/A | $499 | 1.1 |
| Fresno County | FRE150024 | Adams Ave | Adams Avenue from Cherry Avenue to Clovis Avenue; Shoulder Improvements. Construct 4-foot wide paved shoulders on each side of existing 24-foot travel-way. | From: Cherry Ave To: Clovis Ave Dist: 4.54 | $1,750 | 1.04 |
| Fresno County | LSTMP450 | Adams Ave. | BRIDGE NO. 42C0557, ADAMS AVE, OVER FOWLER SWITCH CANAL, 0.33 MI W OF MCCALL AVE. Scour countermeasure project. | From: Over Fowler Switch Canal To: 0.33 Miles West of McCall Ave. Dist: N/A | $296 | 4.01 |
| Fresno County | FRE130007 | American Ave | American Avenue from SR 99 to Temperance Avenue; Reconstruction of approximately 1.4 miles of American Avenue, from the eastern right-of-way of SR99 to Clovis Avenue, and place approximately 2 miles of HMA overlay, from Clovis Avenue to 100 feet east of Temperance Avenue. The work also includes realignment and signalization of the currently-substandard intersection of American Avenue and Golden State Boulevard. | From: SR 99 To: Temperance Ave Dist: 3 | $2,833 | 1.1 |
| Fresno County | LSTMP534 | American Ave | American Ave from Madera Ave to Placer Ave. Shoulder improvements; construct 4-foot wide paved shoulders on each side of existing 24-foot travel way. | From: Madera Ave To: Placer Ave Dist: 5.9 | $2,610 | 1.04 |
| Clovis, City of | LSTMP561 | Armstrong Ave | Armstrong Avenue from Barstow Avenue to Bullard Avenue; Road reconstruction: grinding, new asphalt concrete, adjusting utilities, constructing ADA and signal pedestrian improvements, installing traffic devices and loops, and re-striping. | From: Barstow Ave To: Bullard Ave Dist: 0.5 | $733 | 1.1 |
| Fresno, City of | LSTMP555 | Ashlan Ave | Ashlan Avenue from Valentine to West; AC Overlay and installation of curb ramps, signal loop detectors, signage and striping. | From: Valentine To: West Dist: 1.5 | $1,920 | 1.1 |
| Fresno, City of | LSTMP558 | Ashlan Ave | Ashlan Avenue from First Street to Millbrook Avenue; AC Overlay and installation of curb ramps, signal loop detectors, signage and striping. | From: First St To: Millbrook Ave Dist: 0.5 | $566 | 1.1 |
| Clovis, City of | LSTMP618 | Barstow Ave | Barstow Ave from Minnewawa Ave to Clovis Ave; Road rehabilitation, including curb, signal, signage, detector loops, and striping | From: Minnewawa To: Clovis Dist: .5 | $579 | 1.1 |
| Fresno, City of | LSTMP556 | Belmont Ave | Belmont Ave from Cedar Ave to Chestnut Ave; AC Overlay and installation of curb ramps, signal loop detectors, signage and striping. | From: Cedar Ave To: Chestnut Ave Dist: 1 | $1,418 | 1.1 |
| Sanger, City of | LSTMP542 | Bethel | Bethel Ave from Edgar Ave to North Ave. Installation of bicycle lane striping and signage. Bethel Ave from Edgar Ave to Annadale Ave Northbound. Construction of 8' Class II bicycle lane, curb, gutter and 5' sidewalk. | From: Annadale Ave To: North Ave Dist: 0.5 | $440 | 3.02 |
| Mendota, City of | LSTMP605 | Black/Flemine/McCabe | Reconstruct Black Ave, Fleming Ave, and McCabe Ave, from Rowe to Sorensen. | From: Rowe To: Sorenson Dist: N/A | $802 | 1.1 |
| Fresno, City of | LSTMP549 | Blackstone Ave | Blackstone Avenue from Dakota to Ashlan; AC Overlay and installation of curb ramps, signal loop detectors, signage and striping. | From: Dakota Ave To: Ashlan Ave Dist: .50 | $1,132 | 1.1 |
| Fresno, City of | LSTMP546 | Blackstone/Abby Ave | Blackstone/Abby Ave from Divisadero Ave to McKinley Ave; Install adaptive ITS system, vaults, cabinets, cameras, detection, and synchronize corridor. | From: Divisadero To: McKinley Dist: 1.5 | $1,517 | 5.07 |
| Fresno, City of | LSTMP545 | Blackstone/Friant | Blackstone/Friant Ave from McKinley Ave to Shepherd Ave; Install adaptive ITS system, upgrade detection, and synchronize corridor. | From: McKinley To: Shepherd Dist: 7.2 | $2,050 | 5.07 |
| Fresno, City of | LSTMP617 | Bullard Ave | Bullard Ave from First St to Cedar Ave; AC Overlay, plus curb ramp improvements, signal loop detectors, signange, striping, and Class II bike lane | From: First To: Cedar Dist: 1 | $1,934 | 1.1 |
| Clovis, City of | LSTMP616 | Clovis Ave | Clovis Ave from Nees Ave to Alluvial Ave; Street rehabilitation, including curb, signal, signage, detector loops, and striping. | From: Nees Ave To: Alluvial Ave Dist: .5 | $1,040 | 1.1 |
| Fresno, City of | LSTMP537 | Clovis Ave | Clovis Avenue from Shields Ave to McKinley Ave. Pedestrian and cycle trail, including benching and landscaping. | From: McKinley Ave To: Dayton Ave Dist: 1.25 | $2,505 | 3.02 |
| Orange Cove, City of | LSTMP548 | D Street | D Street from 9th Street to Center Street near McCord Elementary; construct sidewalk and ramps on south side of street. | From: 9th Street To: Center Street Dist: 0.12 | $86 | 3.02 |
| Selma, City of | LSTMP585 | E. Floral Ave | East Floral Ave from Union Pacific Railroad (UPRR) to McCall Ave; Reconstruction by removing/reclaiming the existing roadway section and replacing it with a Hot Mix Asphalt (HMA) overlay | From: UPRR To: McCall Ave Dist: 0.7 | $1,064 | 1.1 |

**Exempt Project Listing (In $1000)**

| Agency | TIP/RTP Project ID | Facility Name/Route | Project Description | Project Limits | Estimated Cost | Exemption Code |
|---|---|---|---|---|---|---|
| Fresno County | LSTMP573 | E. Flume Rd | BRIDGE NO. 42C0355, E FLUME RD, OVER FRESNO CANAL, 0.3 MI N OF TRIMMER SPR RD. Rehabilitate 2-Lane Bridge as 2-Lane Bridge, Toll Credits programmed for PE, R/W, & CON. | From: over Fresno Canal To: 0.3 mi n/o Trimmer Springs Rd Dist: N/A | $1,929 | 1.1 |
| Fresno County | LSTMP576 | E. Huntsman Ave | BRIDGE NO. 42C0419, E HUNTSMAN AVE, OVER TRAVERS CREEK, 0.5 MI W ENGLEHART AVE. Replace 2-Lane Bridge with 2 Lane-Bridge, Toll Credits programmed for PE, R/W, & CON. | From: over Travers Creek To: 0.5 mi w/o Englehart Ave Dist: N/A | $1,157 | 1.19 |
| Fresno County | LSTMP447 | E. Lincoln | BRIDGE NO. 42C0445, E LINCOLN AVE, OVER FOWLER SWITCH CANAL, 0.5 MI E OF LEONARD AVE. Scour countermeasure project. Toll credits programmed for PE, R/W, & CON. | From: Over Fowler Switch Canal To: 0.5 Mile E. of Leonard Ave. Dist: N/A | $296 | 4.01 |
| Fresno County | LSTMP284 | E. Lincoln Ave. | Bridge No. 42C0413, E Lincoln Ave. Over Travers Creek, 0.5 MI East Of Alta Ave. Replace deficient 2 lane timber bridge with new 2 lane concrete slab bridge." Toll credits programmed for PE, RW, and CON. | From: Travers Creek To: 0.5 East of Alta Ave. Dist: N/A | $1,760 | 1.19 |
| Reedley, City of | LSTMP541 | East Ave | East Ave from Lincoln Ave to August Ave. Construct 1,900 feet of sidewalk, install/upgrade curb ramps to meet ADA standards. | From: Lincoln Ave To: August Ave Dist: .36 | $538 | 3.02 |
| Orange Cove, City of | FRE190005 | East Railroad | East Railroad Ave from Thirds St to 200' West; Replace existing culverts, construct paving and install storm drain pipeline | From: Third St To: 200' West Dist: .19 | $136 | 1.1 |
| Clovis, City of | LSTMP530 | Enterprise Canal | Along Enterprise Canal (east of Temperance) from Alluvial Ave to Tollhouse Rd. Construct a bicycle/pedestrian trail and bridge structure over SR 168. | From: Alluvial Ave To: Tollhouse Rd Dist: .25 | $9,380 | 3.02 |
| Sanger, City of | LSTMP622 | Faller Ave | Faller Ave from Church Ave to Florence Ave; Pavement rehabilitation, including curb, gutter, sidewalk, and roadway signage/striping | From: Church Ave To: Florence Ave Dist: .24 | $520 | 1.1 |
| Fresno, City of | LSTMP553 | First St | First Street from Alluvial to Herndon Ave; AC Overlay and installation of curb ramps, signal loop detectors, signage and striping. | From: Alluvial Ave To: Herndon Ave Dist: 0.60 | $995 | 1.1 |
| Fresno, City of | LSTMP551 | Friant Rd | Southbound Friant Rd from Champlain to Shepherd; AC Overlay and installation of curb ramps, signal loop detectors, signage and striping. | From: Champlain To: Shepherd Dist: 0.80 | $1,063 | 1.1 |
| Fresno County | LSTMP510 | G Street | G street: 5th street to 7th street; Construct sidewalk, curb & gutter, ADA curb ramps, and widen road shoulder. | From: 5th Street To: 7th Street Dist: N/A | $638 | 3.02 |
| Fresno County Transportation Authority | FRE111334 | Golden State | Corridor Improvements from American to Tulare County Line (Measure C Project F in the Rural Regional Program) | From: American To: Tulare County Line Dist: N/A | $53,724 | 4.09 |
| Fowler, City of | FRE130043 | Golden State Boulevard | Golden State Boulevard between Manning Avenue and South Avenue; Construct Class I Bike Path | From: Manning Ave To: South Ave Dist: 1.08 | $227 | 3.02 |
| Fowler, City of | FRE090123 | Golden State Corridor | Construct bicycle/pedestrian trail along the Golden State Corridor from the City of Fowler south toward Selma. | From: unknown To: unknown Dist: N/A | $298 | 3.02 |
| Sanger, City of | LSTMP615 | Greenwood Ave | In the City of Sanger on Greenwood Ave from Jensen Ave to Canal Drive; Pavement rehabilitation and reconstruction, including curb, gutter, sidewalk, curb ramps, signage, and striping. | From: Jensen Ave To: Canal Dr Dist: .45 | $827 | 1.1 |
| Fresno, City of | LSTMP579 | Herndon Ave | Herndon Ave between Golden State Blvd and Willow Ave; Upgrade twenty-three (23) signalized intersections with pedestrian countdown head equipment | From: Golden State Blvd To: Willow Ave Dist: 10 | $226 | 1.06 |
| Fresno, City of | LSTMP536 | Herndon Canal | Along Herndon Canal from Shields Ave to McKinley Ave. Pedestrian and cycle trail, including benching and landscaping. | From: Shields Ave To: McKinley Ave Dist: 1.35 | $2,370 | 3.02 |
| Fresno, City of | LSTMP559 | Inyo St | Inyo Street AC Overlay from Van Ness Ave to P Street; AC Overlay and installation of curb ramps, signal loop detectors, signage and striping. | From: Van Ness Ave To: P St Dist: N/A | $703 | 1.1 |
| Fresno County | LSTMP535 | Jensen Ave | Jensen Ave from Dickensen to Madera Ave. Shoulder improvements; construct 4-foot wide paved shoulders on each side of existing 24-foot travel way. | From: Dickensen Ave To: Madera Ave Dist: 5.0 | $2,243 | 1.04 |
| Fresno County | LSTMP610 | Jensen Ave | Jensen Ave from Fig Ave to Fruit Ave; Road reconstruction, including bike lanes and curb ramps | From: Fig To: Fruit Dist: 1 | $3,944 | 1.1 |
| Fresno, City of | LSTMP552 | Jensen Ave | Jensen Ave from Cornelia to Chateau Fresno; AC Overlay and installation of curb ramps, signal loop detectors, signage and striping. | From: Cornelia To: Chateau Fresno Dist: 3.0 | $3,273 | 1.1 |
| Fresno, City of | LSTMP557 | Jensen Ave | Jensen Ave from State Route 41 to Martin Luther King Jr.; AC Overlay and installation of curb ramps, signal loop detectors, signage and striping. | From: State Route 41 To: Martin Luther King Dist: 1 | $1,324 | 1.1 |
| Mendota, City of | LSTMP606 | Kate St | Reconstruct N. Kate Street from Divisadero Street to I Street | From: Divisadero To: I St Dist: N/A | $451 | 1.1 |

**Exempt Project Listing (In $1000)**

| Agency | TIP/RTP Project ID | Facility Name/Route | Project Description | Project Limits | Estimated Cost | Exemption Code |
|---|---|---|---|---|---|---|
| Kerman, City of | LSTMP614 | Kearney Blvd | Kearney Blvd from Madera Ave (SR145) to Vineland Ave: Pavement rehab and partial reconstruction, including curb, gutter, sidewalk, ADA ramps, signage, striping, and pedestrian crossing at 8th and Kearney. | From: Madera Ave (SR145) To: Vineland Ave Dist: .5 | $780 | 1.1 |
| Huron, City of | FRE020135 | Lassen Avenue | In Huron - Install Traffic Signals on Lassen Avenue at 4th and 9th Streets. | From: 4th To: 9th Dist: N/A | $451 | 5.02 |
| Kingsburg, City of | LSTMP543 | Madsen Ave | East Side of Madsen Ave from Stroud Ave to Kamm Ave; Construct bike trail | From: Stroud Ave To: Kamm Ave Dist: 0.50 | $409 | 3.02 |
| Reedley, City of | LSTMP621 | Manning | Manning Ave from Frankwood Ave to Reed Ave; Install sidewalk on north side of street. | From: Frankwood To: Reed Dist: .44 | $456 | 3.02 |
| Parlier, City of | LSTMP516 | Manning Ave | Construction of curb, gutter, sidewalk, curb ramps and the addition of a painted bike lane along the north side of Manning Ave between Mendocino Ave and Madsen Ave | From: Mendocino Ave To: Madsen Ave Dist: N/A | $495 | 3.02 |
| Parlier, City of | LSTMP540 | Manning Ave | Manning Ave from Academy to Mendocino. Construction of sidewalk, curb and gutter, and a Class II bike lane along the northside of Manning Ave where the existing sidewalk ends 200 ft east of Academy Ave to 200 ft west of Mendocino Ave. | From: Academy Ave To: Mendocino Dist: .46 | $451 | 4.01 |
| Reedley, City of | FRE130016 | Manning Ave | Manning Avenue from I Street to Buttonwillow Avenue; overlay and slurry seal pavement, traffic signal retrofit and synchronization, medians, lighting, bike lanes, sidewalks and ramps, landscaping, signage, and striping. 3-stage project: Stage 1, I Street to Frankwood Ave, Stage 2: Frankwood to Columbia, Stage 3: Columbia to Buttonwillow | From: I Street To: Buttonwillow Ave Dist: 1.5 | $6,059 | 1.1 |
| Fresno County | LSTMP620 | McCall Ave | McCall Ave from Belmont to Ashlan; Overlay and Shoulder Widening, including bicycle striping and markings | From: Belmont To: Ashlan Dist: 3.01 | $3,131 | 1.1 |
| Fresno County | LSTMP577 | Mendocino Ave | BRIDGE NO. 42C0495, MENDOCINO AVE OVER DOG CREEK, 0.26 MI NORTH OF SH 168. Replace 2-Lane Bridge with 2-Lane Bridge, Toll Credits used for PE, RW & CON. | From: over Dog Creek To: 0.26 Mi n/o SH168 Dist: N/A | $1,076 | 1.19 |
| Parlier, City of | FRE170019 | Merced/Tuolumne | Alley between Merced and Tuolumne from from K St to Zediker Ave; Paving and installation of valley gutter of the four unpaved alley segments. | From: K St To: Zediker Ave Dist: .36 | $434 | 1.1 |
| Clovis, City of | FRE111375 | Minnewawa | Grind and overlay existing pavement, including concrete sidewalk, ADA improvements, traffic loops, asphalt concrete gridning and utility relocations. | From: Barstow To: Bullard Dist: .50 | $310 | 4.12 |
| Fresno County | LSTMP367 | Mount Whitney Avenue | Mount Whitney Avenue from 2.44 Miles w/o Sonoma Avenue to Sonoma Avenue; Road Reconstruction | From: 0.98 Miles w/o Sonoma Avenue To: Sonoma Avenue Dist: 0.98 | $3,000 | 1.1 |
| Fresno County | LSTMP420 | N. Frankwood Ave. | BRIDGE NO. 42C0289, N FRANKWOOD AVENUE OVER ALTA MAIN CANAL, 1.15 MI S OF PIEDRA ROAD. Replace two lane bridge with two lane bridge. Toll credits programmed for PE, ROW, and CON. | From: Over Alta Main Canal To: 1.15 Mi. S. of Piedra Rd. Dist: N/A | $3,509 | 1.19 |
| Fresno County | LSTMP445 | N. Piedra Rd. | BRIDGE NO. 42C0039, N PIEDRA RD, OVER KINGS RIVER, S OF TRIMMER SPRINGS RD. Scour countermeasure project. Toll credits programmed for PE, R/W & CON. | From: Over Kings River To: South of Trimmer Springs Rd Dist: N/A | $424 | 4.01 |
| Fresno County | LSTMP574 | N. Vineland Ave | BRIDGE NO. 42C0405, N VINELAND AVE, OVER SANDRIDGE CANAL, 0.2 MI NORTH OF ASHLAN AVE. Rehabilitate 2-Lane bridge as 2-Lane Bridge. Toll Credits programmed for PE, R/W, & CON. | From: over Sandridge Canal To: 0.2 mi n/o Ashlan Ave Dist: N/A | $1,149 | 1.1 |
| Central Unified School District | LSTMP524 | N/A | Central Unified School District; Replace one (1) gross polluting school buses with one (1) alternative fuel compressed natural gas school bus. | From: N/A To: N/A Dist: N/A | $191 | 2.1 |
| Clovis Unified School District | LSTMP525 | N/A | Clovis Unified School District; Replace one (1) gross polluting diesel school bus with one (1) clean air diesel school bus. | From: N/A To: N/A Dist: N/A | $190 | 2.1 |
| Clovis Unified School District | LSTMP526 | N/A | Clovis Unified School District; Replace 3 gross polluting diesel school buses with 3 compressed natural gas (CNG) school buses. | From: N/A To: N/A Dist: N/A | $630 | 2.1 |
| Clovis, City of | FRE110103 | N/A | Shepherd/Minnewawa Intersection; Traffic Signal Installation | From: Shepherd Ave To: Minnewawa Ave Dist: N/A | $1,049 | 5.02 |

**Exempt Project Listing (In $1000)**

| Agency | TIP/RTP Project ID | Facility Name/Route | Project Description | Project Limits | Estimated Cost | Exemption Code |
|---|---|---|---|---|---|---|
| Clovis, City of | FRE111372 | N/A | On the north side of Owens Mountain Pkwy, from DeWolf Ave to Enterprise Ave (Phase III), and on the north side of SR 168, from Nees Ave to Enterprise Canal (Phase IV) , construct a 12-foot asphalt trail including an irrigation system, landscaping, drinking fountains, trail lighting, and other outdoor amenities. On the Sierra Gateway Regional Trail north of SR 168, from Shepherd Ave to DeWolf Ave, south of Harlan Ranch; construct an irrigation system, landscaping, drinking fountains, trail lighting, and other outdoor amenities (Phase II Residual). | From: various To: various Dist: .82 | $6,080 | 3.02 |
| Clovis, City of | LSTMP532 | N/A | Intersection of Herndon and Temperance, along the south leg of both northbound and southbound Temperance and along the west leg of eastbound Herndon. Class II bike lane improvements (bicycle pockets). | From: Herndon To: Temperance Dist: 1.0 | $43 | 3.02 |
| Coalinga, City of | LSTMP403 | N/A | Intersection of SR 33 (Elm Ave) and Cambridge Ave; Install traffic signals, signs, striping, sidewalks, curb and gutter, curb ramps, widen pavement, and other safety improvements | From: SR 33 (Elm Ave) To: Cambridge Ave Dist: N/A | $486 | 1.06 |
| Fresno Area Express (FAX) | FRE021501 | N/A | Various Planning Projects/FCOG Staff/Annual Planning Expenses and Special Projects | From: N/A To: N/A Dist: N/A | $8,050 | 4.01 |
| Fresno Area Express (FAX) | FRE021502 | N/A | Various Planning Projects/FAX Staff/Annual Planning Expenses and Special Projects | From: N/A To: N/A Dist: N/A | $7,847 | 2.01 |
| Fresno Area Express (FAX) | FRE021503 | N/A | Preventive Maintenance Expense | From: N/A To: N/A Dist: N/A | $139,281 | 2.01 |
| Fresno Area Express (FAX) | FRE021504 | N/A | Contracted Paratransit Service Operations | From: N/A To: N/A Dist: N/A | $77,303 | 2.01 |
| Fresno Area Express (FAX) | FRE021506 | N/A | Capital Lease - Vehicle Tire Lease | From: N/A To: N/A Dist: N/A | $5,813 | 2.01 |
| Fresno Area Express (FAX) | FRE021507 | N/A | FAX Nonrevenue Vehicle Fleet Expansion/Replacement | From: N/A To: N/A Dist: N/A | $2,213 | 2.02 |
| Fresno Area Express (FAX) | FRE021510 | N/A | Passenger shelters/structures, benches, trash receptacles and lighting; onstreet signs; bus stop repairs; and miscellaneous amenities to benefit transit passengers. | From: N/A To: N/A Dist: N/A | $10,784 | 2.07 |
| Fresno Area Express (FAX) | FRE041403 | N/A | Downtown Circulator Program - provide service in downtown Fresno during peak commute hours. Purchase of two electric buses and recharging station(s). | From: N/A To: N/A Dist: N/A | $3,485 | 2.1 |
| Fresno Area Express (FAX) | FRE092521 | N/A | Design/install vehicle parking shelters with solar panels to "green" main FAX facility. | From: N/A To: N/A Dist: N/A | $2,038 | 2.08 |
| Fresno Area Express (FAX) | FRE092602 | N/A | Engineer and remodel FAX buildings, yard, and facilities to meet current capacity needs and ADA requirements. | From: N/A To: N/A Dist: N/A | $9,275 | 2.08 |
| Fresno Area Express (FAX) | FRE095321 | N/A | Bus Stop Concrete Improvments | From: N/A To: N/A Dist: N/A | $702 | 5.06 |
| Fresno Area Express (FAX) | FRE111356 | N/A | The FAX Bus Rapid Transit (BRT), called the “Q”, is a 15.7-mile BRT line that will connect North Fresno, Downtown Fresno, and the Southeast Growth Area. There are 52 stations, including two terminal stations, and a transit center with a shared platform. BRT will also incorporate transit signal priority, real-time bus arrival displays, off-board fare collection, and 17 low-floor, low emission, compressed natural gas buses. | From: N/A To: N/A Dist: N/A | $56,276 | 4.12 |
| Fresno Area Express (FAX) | FRE111366 | N/A | Purchase fixed-route CNG buses to replace end-of-life vehicles. | From: N/A To: N/A Dist: N/A | $13,473 | 2.1 |
| Fresno Area Express (FAX) | FRE130035 | N/A | Bus Rapid Transit (BRT) operating support costs for first three years of new BRT service. | From: N/A To: N/A Dist: N/A | $4,575 | 2.01 |
| Fresno Area Express (FAX) | FRE130073 | N/A | Purchase replacement paratransit cutaway buses, other revenue vehicles (like sedans), and associated radio/GPS and video equipment. | From: N/A To: N/A Dist: N/A | $2,613 | 2.1 |
| Fresno Area Express (FAX) | FRE130077 | N/A | FAX will purchase and install a new Computer Aided Dispatch - Integrated Vehicle Logic Unit (CAD-IVLU) system on its revenue vehicle fleet. | From: N/A To: N/A Dist: N/A | $3,130 | 2.05 |
| Fresno Area Express (FAX) | FRE130081 | N/A | Project administration for FAX capital program. | From: N/A To: N/A Dist: N/A | $1,939 | 4.01 |
| Fresno Area Express (FAX) | FRE150018 | N/A | FAX will procure a new Transit Asset Management System. | From: N/A To: N/A Dist: N/A | $300 | 4.01 |
| Fresno Area Express (FAX) | FRE150032 | N/A | Increase bus stop frequencies on Shaw Ave (Route 9) from current 30-minute frequencies to 15-minute frequencies. | From: N/A To: N/A Dist: N/A | $5,000 | 2.01 |
| Fresno Area Express (FAX) | FRE170016 | N/A | Purchase of 1 CNG bus and operating costs for a 3-year demonstration project for expanded frequency service on Cedar Ave between Fresno State University and Butler Ave. | From: N/A To: N/A Dist: N/A | $1,187 | 2.1 |

**Exempt Project Listing (In $1000)**

| Agency | TIP/RTP Project ID | Facility Name/Route | Project Description | Project Limits | Estimated Cost | Exemption Code |
|---|---|---|---|---|---|---|
| Fresno Area Express (FAX) | LSTMP472 | N/A | Purchase 6 para-transit cutaway buses and the related equipment | From: N/A To: N/A Dist: N/A | $476 | 2.1 |
| Fresno Area Express (FAX) | LSTMP521 | N/A | Manchester Transit Center (MTC), 3590 N. Blackstone Ave, Fresno; Rehabilitate MTC including façade revisions, bus shelter renovations, passenger amenity upgrades, security lighting, additional security camera infrastructure, landscaping, ADA compliant pathways, bus pull-in road repairs, and vehicular traffic upgrades. | From: N/A To: N/A Dist: N/A | $2,000 | 2.08 |
| Fresno Area Express (FAX) | LSTMP589 | N/A | Purchase 6 paratransit cutaway buses and the related equipment | From: N/A To: N/A Dist: N/A | $541 | 2.1 |
| Fresno County | FRE111376 | N/A | Bridge #42C0261-Italian Bar Road over Redinger Lake, 5.7 miles North of Jose Basin Rd; Replace single lane bridge with two lane bridge. (Toll Credits programmed for PE, R/W, & CON) | From: Italian Bar Road To: Over Redinger Lake Dist: N/A | $7,644 | 1.19 |
| Fresno County | FRE130076 | N/A | BRIDGE NO. 42C0267, Millerton Road, Over North Fork Little Dry Creek, .81 Miles East of Auberry Road. Replace structurally deficient single lane bridge with standard two lane bridge. Toll credits programmed for PE, R/W, & CON. | From: Millerton Road To: North Fork Little Dry Creek, .81 Mi E of Auberry Rd Dist: N/A | $2,265 | 1.19 |
| Fresno County | FRE130078 | N/A | BRIDGE NO. 420268, MILLERTON ROAD, OVER LITTLE DRY CREEK, 1.8 MILE E OF AUBERRY ROAD. Replace single lane structurally deficient bridge with stanard two lane bridge. Toll credits programmed for PE, R/W, & CON. | From: Millerton Road To: Little Dry Creek, 1.8 Mi E of Auberry Rd Dist: N/A | $2,261 | 1.19 |
| Fresno County | FRE130082 | N/A | BRIDGE NO. 42C0264, JOSE BASIN RD, OVER BALD MILL CREEK, 2.3 MI NE/O AUBERRY RD. Replace existing one lane bridge with two lane bridge. Toll credits programmed for PE, ROW, & CON. | From: Jose Basin Rd To: Bald Mill Creek Dist: N/A | $2,778 | 1.19 |
| Fresno County | FRE130083 | N/A | BRIDGE NO. 42C0496, N DEL REY AVE, OVER FRESNO CANAL, 0.5 MI SOUTH OF MCKINLEY. Replace existing timber one lane bridge with two lane bridge. Toll credits programmed for PE, ROW, & CON. | From: N Del Rey Ave To: Fresno Canal Dist: N/A | $2,415 | 1.19 |
| Fresno County | LSTMP281 | N/A | Bridge NO. 42C0074, W Nees Ave., Over Delta - Medonta Canal, East of Douglas. Replace deficient 2 lane bridge with new 2 lane bridge. | From: Nees Ave To: Delta-Mendota Canal Dist: N/A | $4,613 | 1.19 |
| Fresno County | LSTMP283 | N/A | Bridge No. 42C0343, E McKinley Ave., over Fresno Canal, 0.8 MI East of Academy Ave. Replace deficient 2 lane timber bridge with new 2 lane bridge. Toll credits programmed for PE, RW, and CON. | From: McKinley To: Fresno Canal Dist: N/A | $1,880 | 1.19 |
| Fresno County | LSTMP285 | N/A | Bridge No. 42C0417, E. Parlier Ave. Over Travers Creek , 0.2 MI E Englehart Ave. Replace deficient 2 lane bridge with new 2 lane bridge. Toll credits programmed for PE, RW, and CON. | From: E Parlier Ave. To: Travers Creek Dist: N/A | $1,460 | 1.19 |
| Fresno County | LSTMP286 | N/A | BRIDGE NO. 42C0502, E. Lincoln Ave. Over Wahtoke Creek, 0.32 Mi. W Buttonwillow Ave. Replace deficient 2 lane bridge with new 2 lane bridge. Toll credits programmed for PE, RW, and CON. | From: Lincoln AVE To: WAHTOKE CREEK Dist: N/A | $2,049 | 1.19 |
| Fresno County | LSTMP405 | N/A | Intersection of Auberry Rd and Copper Ave; Install traffic signals, left turn phase and left turn lanes | From: Auberry Rd To: Copper Ave Dist: N/A | $892 | 1.06 |
| Fresno County | LSTMP411 | N/A | BRIDGE NO. 42C0066, W Manning Ave, Over James Bypass Overflow, 3.8 Miles West of SR 145. Replace structurally deficient two lane bridge with standard two lane bridge. | From: W Manning Ave To: James Bypass Overflow, 3.8 miles W of SR 145 Dist: N/A | $5,916 | 1.19 |
| Fresno County | LSTMP412 | N/A | BRIDGE NO. 42C0067, W Manning Ave Over James Bypass Overlfow, 3.2 Miles East of Colorado. Replace two lane bridge and two lane bridge. | From: W Manning Ave To: James Bypass Overflow, 3.2 Miles E of Colorado Dist: N/A | $3,067 | 1.19 |
| Fresno County | LSTMP413 | N/A | BRIDGE NO. 42C0078, Lost Hills Ave, over Jacalitos Creek, Jacalitos Creek Rd. Replace two lane structurally deficient bridge with standard two lane bridge. Toll credits programmed for PE, R/W, and CON. | From: Lost Hills Ave To: Jacalitos Creek, Jacalitos Creek Rd Dist: N/A | $5,016 | 1.19 |
| Fresno County | LSTMP414 | N/A | BRIDGE NO. 42C0270, Millerton Road, Over Little Dry Creek, 3.93 Miles East of Auberry Rd. Replace two lane functionally obsolete bridge with standard two lane bridge. Toll credits programmed for PE, R/W, & CON. | From: Millerton Road To: Little Dry Creek, 3.93 Mi E of Auberry Rd Dist: N/A | $2,495 | 1.19 |
| Fresno County | LSTMP417 | N/A | BRIDGE NO. 42C0099, ENNIS RD OVER SAND CREEK, 0.3 MIS GEORGE SMITH RD. Replace two lane bridge with two lane bridge. Toll credits programmed fro PE, ROW & CON. | From: Ennis Road To: Sand Creek Dist: N/A | $2,590 | 1.19 |
| Fresno County | LSTMP418 | N/A | BRIDGE NO. 42C0134, BURROUGH VALLEY RD OVER DRY CREEK, JUST E/O TOLLHOUSE RD. Replace timber two lane bridge with two lane bridge. | From: Burrough Valley Rd To: Dry Creek Dist: N/A | $3,945 | 1.19 |

**Exempt Project Listing (In $1000)**

| Agency | TIP/RTP Project ID | Facility Name/Route | Project Description | Project Limits | Estimated Cost | Exemption Code |
|---|---|---|---|---|---|---|
| Fresno County | LSTMP419 | N/A | BRIDGE NO. 42C0276, S ENGLEHART AVENUE OVER REEDLEY MAIN CANAL, 0.3 MILES NORTH OF AMERICAN AVENUE. Replace two lane bridge with two lane bridge. Toll credits programmed for PE, ROW, and CON. | From: S Englehart Ave To: Reedley Main Canal Dist: N/A | $1,520 | 1.19 |
| Fresno County | LSTMP421 | N/A | BRIDGE NO. 42C0317, WATTS VALLEY RD OVER WATTS CREEK, 5.59 MI E/O PITTMAN HILL. Replace existing timber two lane bridge with two lane bridge. Toll credits programmed for PE, ROW, & CON. | From: Watts Valley Rd To: Watts Creek Dist: N/A | $1,874 | 1.19 |
| Fresno County | LSTMP422 | N/A | BRIDGE NO. 42C0486, N CHATEAU FRESNO OVER HOUGHTON CANAL, 0.5 MI SOUTH OF BELMONT. Replace two lane bridge with two lane bridge. Toll credits programmed for PE, ROW, & CON. | From: N Chateau Fresno To: Houghton Canal Dist: N/A | $2,473 | 1.19 |
| Fresno County | LSTMP441 | N/A | BRIDGE NO. 42C0090, S GOLDEN STATE BL, OVER FOWLER SWITCH CANAL, 0.2 MI OF DINUBA AVE. Replace 2 lane bridge with 2 lane bridge. | From: Golden State To: Fowler Switch Canal Dist: N/A | $2,816 | 1.19 |
| Fresno County | LSTMP443 | N/A | BRIDGE NO. 42C0001, NORTH FORK ROAD, OVER SAN JOAQUIN RIVER, 0.1 MI W/O FRIANT RD. Replace 2 lane bridge with 2 lane bridge. | From: North Fork Rd To: San Joaquin River Dist: N/A | $9,808 | 1.19 |
| Fresno County | LSTMP444 | N/A | BRIDGE NO. 42C0038, E MANNING AVE, OVER FOWLER SWITCH CANAL, 1.0 MI W OF MCCALL AVE. Scour countermeasures project. | From: E Manning Ave To: Fowler Switch Canal Dist: N/A | $326 | 4.01 |
| Fresno County | LSTMP493 | N/A | BRIDGE NO. 42C0097, S EL DORADO AVE, OVER ARROYO PASAJERO, 2.0 MI NORTH OF JAYNE AVE. Replace 2 lane bridge with 2 lane bridge. Toll Credits programmed for PE, R/W & CON. | From: S El Dorado To: Over Arroyo Pasajero Dist: N/A | $6,483 | 1.19 |
| Fresno County | LSTMP612 | N/A | BRIDGE NO. 42C0175, E MANNING AVE, OVER TRAVERS CREEKS, 0.6 MI W ALTA AVE. Replace deficient 2 lane bridge with new 4 lane bridge. | From: E Manning Ave To: Travers Creek Dist: N/A | $3,994 | 1.19 |
| Fresno County Economic Opportunities Commission | LSTMP590 | N/A | Purchase 6 Starcraft Class C Buses. (TC) | From: N/A To: N/A Dist: N/A | $433 | 2.1 |
| Fresno County Rural Transit Agency | FRE111358 | N/A | Annual Operating Budget and Preventive Maintenance | From: N/A To: N/A Dist: N/A | $33,702 | 2.01 |
| Fresno Unified School District | LSTMP527 | N/A | Fresno Unified School District; Replace 3 old diesel school buses with 3 new compressed natural gas (CNG) school buses. | From: N/A To: N/A Dist: N/A | $558 | 2.1 |
| Fresno, City of | FRE130036 | N/A | Intersection of Clinton and Valentine Avenues; Installation of a new traffic signal | From: Clinton Ave To: Valentine Ave Dist: .01 | $912 | 5.02 |
| Fresno, City of | FRE170027 | N/A | Intersection of Marks Ave and Neilson Ave; Traffic Signal Installation. | From: Marks Ave To: Nielson Ave Dist: N/A | $418 | 5.02 |
| Fresno, City of | LSTMP487 | N/A | Intersection of Chestnut Avenue and Shields Avenue; Installation of protected left-turn phasing | From: Chestnut Ave To: Shields Ave Dist: N/A | $587 | 1.06 |
| Fresno, City of | LSTMP538 | N/A | Divisadero and Mariposa intersection; traffic signal installation and relocation of crosswalk. | From: Divisadero To: Mariposa Dist: N/A | $623 | 1.07 |
| Fresno, City of | LSTMP560 | N/A | Intersection of Gates Ave and San Jose Ave; Traffic signal installation and striping. | From: Gates Ave To: San Jose Dist: N/A | $624 | 5.02 |
| Fresno, City of | LSTMP581 | N/A | Intersection of Dakota Ave and West Ave; Install protected left turn phase | From: Dakota Ave To: West Ave Dist: N/A | $529 | 1.06 |
| Kings Canyon Unified School District | LSTMP528 | N/A | Kings Canyon Unified School District; Replace 2 old diesel school buses with 2 new compressed natural gas (CNG) school buses. | From: N/A To: N/A Dist: N/A | $394 | 2.1 |
| Kingsburg, City of | LSTMP582 | N/A | Intersection of Sierra St (Conejo Ave) at Bethel Ave; Construct a single lane roundabout. | From: Sierra St (Conejo Ave) To: Bethel Ave Dist: N/A | $1,297 | 1.06 |
| Mendota, City of | FRE150035 | N/A | City of Mendota; Intersection of Derrick (SR180) and Oller (SR33); Roundabout | From: Derrick (SR180) To: Oller (SR33) Dist: N/A | $1,500 | 1.07 |
| Raisin City Elementary School District | FRE150040 | N/A | CNG Conversion of Light Truck | From: N/A To: N/A Dist: N/A | $8 | 2.03 |
| Sanger Unified School District | LSTMP529 | N/A | Sanger Unified School District; Replace 2 gross polluting diesel school buses with 2 new compressed natural gas (CNG) school buses. | From: N/A To: N/A Dist: N/A | $420 | 2.1 |
| Selma, City of | FRE170021 | N/A | Purchase new fuel-efficient street sweeper for the City of Selma that utilizes cleaner burning fuel technology. | From: N/A To: N/A Dist: N/A | $250 | 2.02 |
| SouthWest Transportation Agency | LSTMP522 | N/A | Southwest Transportation Agency; Replace 2 gross polluting diesel school buses with 2 new compressed natural gas school buses. | From: N/A To: N/A Dist: N/A | $420 | 2.1 |
| SouthWest Transportation Agency | LSTMP523 | N/A | Southwest Transportation Agency; Replace one (1) gross polluting diesel school bus with one (1) clean diesel school bus. | From: N/A To: N/A Dist: N/A | $190 | 2.1 |
| United Cerebral Palsy of Central California | LSTMP591 | N/A | Purchase 2 Starcraft Class C Buses, 6 Braun Entervans, and related equipment. (TC) | From: N/A To: N/A Dist: N/A | $410 | 2.1 |
| Westcare California | LSTMP592 | N/A | Purchase Class D Minivan - El Dorado Mobility Amerivan. (TC) | From: N/A To: N/A Dist: N/A | $48 | 2.1 |
| Fresno Council of Governments | FRE001101 | NA | Planning, Programming and Monitoring. | From: NA To: NA Dist: N/A | $5,295 | 4.01 |

**Exempt Project Listing (In $1000)**

| Agency | TIP/RTP Project ID | Facility Name/Route | Project Description | Project Limits | Estimated Cost | Exemption Code |
|---|---|---|---|---|---|---|
| Selma, City of | LSTMP607 | Nebraska St | Nebraska Street from SR43 to Mitchell Ave; Reconstruction, remove/reclaim existing roadway and replace with HMA Overlay consisting of two 12' lanes and 6' to 8' wide paved shoulders. | From: SR43 To: Mitchell Ave Dist: .25 | $588 | 1.1 |
| Fresno, City of | FRE170024 | Olive Ave | Olive Ave from Yosemite to Roosevelt; streetscape, sidewalk and median improvements including high visibility crosswalks, curb extensions, widened sidewalks, minimized/reduced driveway curb cuts, new landscaping, and median widening and repair. | From: Yosemite Ave To: Roosevelt Ave Dist: .25 | $1,434 | 3.02 |
| Clovis, City of | FRE150020 | Peach Avenue | Peach Avenue Sidewalk Improvements from South of Vartikian to Palo Alto; Construct curb, gutter, bicycle lanes, sidewalks, retaining walls, ADA compliant ramps and drive approaches, and striping | From: Vartikian To: Palo Alto Dist: .25 | $458 | 3.02 |
| Coalinga, City of | LSTMP611 | Polk Street | Polk Street from Elm Ave to 5th Street; Reconstruction to replace asphalt pavement, install new sidewalk, curb, and gutter | From: Elm Ave To: 5th St Dist: N/A | $570 | 1.1 |
| Fresno County | LSTMP449 | S. Dewolf Ave. | BRIDGE NO. 42C0448, S DE WOLF AVE, OVER FOWLER SWITCH CANAL, AT DINUBA AVE. Replace 2 lane bridge with 2 lane bridge. Toll credits programmed for PE, R/W, & CON. | From: Over Fowler Switch Canal To: Dinuba Ave. Dist: N/A | $2,634 | 4.01 |
| Fresno County | LSTMP571 | S. Dickenson Ave | BRIDGE NO. 42C0118, S DICKENSON AVE. OVER CRESCENT DITCH, 1.4 MI S MT WHITNEY AVE. Rehabilitate 2-lane bridge as 2-lane bridge. | From: over Crescent Ditch To: 1.4 mi s/o Mt Whitney Ave Dist: N/A | $1,474 | 1.1 |
| Fresno County | LSTMP575 | S. Hill Ave | BRIDGE NO. 42C0407, S HILL AVE, OVER ALTA EAST BRANCH CANAL, 0.7 MI N OF MANNING AVE. Rehabilitate 2-Lane Bridge as 2 Lane-Bridge (no added capacity). Toll Credits programmed for PE, R/W, & CON. | From: over Alta East Branch Canal To: 0.7 mi n/o Manning Ave Dist: N/A | $3,149 | 1.1 |
| Fresno County | LSTMP448 | S. Leonard Ave. | BRIDGE NO. 42C0447, S LEONARD AVE, OVER FOWLER SWITCH CANAL, 0.7 MI S OF MANNING AVE. Scour countermeasure project. Toll credits programmed for PE, R/W, & CON. | From: Over Fowler Switch Canal To: 0.7 Miles South of Manning Ave. Dist: N/A | $296 | 4.01 |
| Firebaugh, City of | LSTMP512 | San Joaquin River | San Joaquin River from 9th Street to River Ln: Rehabilitate the City's existing AC trail (approx. 7,000 LF), install signs, and construct pedestrian facilities along the trail. | From: 9th St To: River Ln Dist: N/A | $375 | 3.02 |
| Clovis, City of | LSTMP619 | Shaw Ave | Shaw Ave from Sunnyside Ave to Fowler Ave; Street rehabilitation, including curb, signal, signage, detector loops, and striping. | From: Sunnyside Ave To: Fowler Ave Dist: .5 | $1,218 | 1.1 |
| Fresno, City of | LSTMP580 | Shaw Ave | Shaw Ave between West Ave and Chestnut Ave; Upgrade fourteen (14) signalized intersections with pedestrian countdown head equipment | From: West Ave To: Chestnut Ave Dist: 5 | $174 | 1.06 |
| Clovis, City of | FRE111371 | Shaw Avenue | Road Rehabilitation on Shaw, from Armstrong-Temperance | From: Armstrong To: Temperance Dist: 0.5 | $640 | 1.1 |
| Fresno, City of | LSTMP486 | Shields | Shields - Sunnyside to Fowler. Asphalt concrete overlay, curb ramps, signal loop detectors, and striping. | From: Sunnyside To: Fowler Dist: N/A | $721 | 1.1 |
| Fresno, City of | LSTMP481 | Shields Ave | Southside of Shields from Fresno Street to First Street; bankside trail | From: Fresno St To: First St Dist: .5 | $794 | 3.02 |
| Fresno County | LSTMP446 | South Quality Ave. | BRIDGE NO. 42C0348, S QUALITY AVE OVER FOWLER SWITCH CANAL, 0.02 MI S OF SWITCH AVE. Scour countermeasure project. Toll credits programmed for PE, R/W, & CON. | From: Over Fowler Switch Canal To: 0.02 Miles south of Switch Ave Dist: N/A | $350 | 4.01 |
| Clovis, City of | LSTMP531 | Sunnyside Ave | Sunnyside Ave Southbound from Alluvial Ave to State Route 168. Install Class II Bike Lane, which will require widening and subsequent adjustments to sidewalk, curb return, and valley gutter. | From: Alluvial To: SR168 Dist: .3 | $128 | 3.02 |
| Clovis, City of | LSTMP562 | Temperance Ave | Temperance Avenue from Shaw Avenue to Barstow Avenue; Road reconstruction: grinding, new asphalt concrete, adjusting utilities, constructing ADA and signal pedestrian improvements, installing traffic devices and loops, and re-striping. | From: Shaw Ave To: Barstow Ave Dist: 0.5 | $714 | 1.1 |
| Fresno County | LSTMP572 | Trimmer Springs Rd | BRIDGE NO. 42C0253, TRIMMER SPRINGS RD, OVER FOWLER SWITCH CANAL, JUST SOUTH OF BELMONT AVE. Rehabilitate 2-Lane Bridge as 2-Lane Bridge. | From: over Fowler Switch Canal To: just South of Belmont Ave Dist: N/A | $1,777 | 1.1 |
| Clovis, City of | LSTMP492 | Various | BRIDGE NO. PM00125, Bridge Preventative Maintenance Program (BPMP), various bridges in the City of Clovis. See Caltrans Local Assistance HBP web site for backup list of bridges. | From: Various To: Various Dist: N/A | $8 | 1.19 |
| Coalinga, City of | FRE170017 | Various | Alley #29 between Forest and Elm, Alley #30-33 between Glenn and Hawthorne and Alley #34-35 between Pleasant and Houston; Pave seven dirt/gravel alleyways. | From: Various To: Various Dist: .64 | $600 | 1.1 |
| Fresno County | FRE070201 | Various | Rehabilitation, repair, and/or reconstruction of deficient two-lane roads that connect to Interstate 5, SR 180, SR 41 and SR 99 countywide. | From: Various To: Various Dist: N/A | $3,646 | 1.1 |

**Exempt Project Listing (In $1000)**

| Agency | TIP/RTP Project ID | Facility Name/Route | Project Description | Project Limits | Estimated Cost | Exemption Code |
|---|---|---|---|---|---|---|
| Fresno County | FRE070202 | Various | Rehabilitation, repair, and/or reconstruction of deficient two-lane roads that connect to Interstate 5, SR 180, SR 41 and SR 99 countywide. | From: Various To: Various Dist: N/A | $2,010 | 1.1 |
| Fresno County | LSTMP032 | Various | PM00009, Bridge Preventative maintenance Program, various locations. See Caltrans Local Assistance HBP web site for backup list of bridges. | From: various To: various Dist: N/A | $12,250 | 1.06 |
| Fresno County | LSTMP280 | various | Bridge No. 42C0047, N. Russell Over Outside Canal, 3.9 MI North of Nees Ave. Replace deficient 2 lane bridge with new 2 lane bridge | From: various To: various Dist: N/A | $5,150 | 1.19 |
| Fresno County | LSTMP514 | Various | In the community of Laton, South of Fresno: Install in-road warning lights on Fowler Ave; construct sidewalk on Bliss Ave, Fowler Ave, Gonser Ave, Latonia Ave, Murphy Ave; construct pedestrian bridge / culvert extension. Project is utilizing 370,150.55 in toll credits. | From: Various To: Various Dist: N/A | $3,227 | 3.02 |
| Fresno, City of | LSTMP442 | Various | BRIDGE NO. PM00116, Bridge Preventive Maintenance Program (BPMP), various bridges in the City of Fresno. See Caltrans Local Assistance HBP web site for backup list of bridges. | From: Various To: Various Dist: N/A | $1,369 | 1.06 |
| Mendota, City of | FRE190003 | Various | SR33 RRXG between Bass Ave and SR 180 intersection, 9th St RRXG between Marie St and Naples St, and W. Belmont Ave RRXG between Marie St and SR180/N San Benito Ave; Improve Railroad corridor by installing new concrete panels, median channelizers, and roadway construction | From: Various To: Various Dist: .3 | $832 | 1.01 |
| Mendota, City of | LSTMP603 | Various | a. Pavement preservation in the area of: Self Help Housing (Sorensen, Locust, Elm, Ash & Peach); Las Palmas Phase 1 & 2 (Oxnard, San Pedro, Santa Cruz, Maldonado, Valenzuela, Espinosa, Black); and Belmont Avenue | From: Various To: Various Dist: N/A | $539 | 1.1 |
| Mendota, City of | LSTMP604 | Various | Reconstruct 5th Street from Oller to Derrick and Quince Street from 5th St to 6th St including upgrades to curb ramps and alley approaches. | From: Various To: Various Dist: N/A | $1,050 | 1.1 |
| Sanger, City of | LSTMP494 | Various | BRIDGE NO. PM00127, Bridge Preventative Maintenance Program (BPMP), various bridges in the City of Sanger. See Caltrans Local Assistance HBP web site for backup list of bridges. | From: Various To: Various Dist: N/A | $1,500 | 1.19 |
| Sanger, City of | LSTMP547 | Various | In the City of Sanger, construction of concrete sidewalk pedestrian facilities at various locations. | From: Various To: Various Dist: .27 | $255 | 3.02 |
| Selma, City of | LSTMP584 | Various | McCall from Floral to Dinuba; Orange from Floral to Nelson; Nelson from Highland to Thompson; Rose from McCall to Country Rose; Second from E. Front to High - Patch longitudinal cracking with Hot Mix Asphalt (HMA) in 4-ft. strips along Arterials and Major Collectors. Crack seal all joints and cracks, place type II slurry seal over entire road width and restripe. | From: Various To: Various Dist: 2.91 | $822 | 1.1 |
| Fresno, City of | LSTMP544 | Ventura/Kings Canyon | Ventura/Kings Canyon from Van Ness Ave to Chestnut Ave; Install adaptive ITS system, cabinets, fiber & network, cameras, detection, and synchronize corridor. | From: Van Ness Ave To: Chestnut Ave Dist: 2.8 | $1,440 | 5.07 |
| Fresno County | LSTMP578 | W. Floral Ave | BRIDGE NO. 42C0512, W FLORAL AVE, OVER JAMES BYPASS CANAL, AT GRAHAM AVE. Replace 2-Lane Bridge with 2-Lane Bridge, Toll Credits programmed for PE, R/W, & CON. | From: over James Bypass Canal To: at Graham Ave Dist: N/A | $1,776 | 1.19 |
| Parlier, City of | LSTMP554 | Zediker Ave | Zediker Ave from Fresno St to Merced St; Reconstruction of existing roadway pavement, repair/construction of concrete curb, gutter, sidewalk, and ADA compliant curb ramps along Westside of Zediker Ave. Striping of existing shoulder along Eastside of Zediker Ave. | From: Fresno St To: Merced St Dist: 0.17 | $254 | 1.1 |
| Caltrans | LSTMP595 | | In Fresno County, on Routes 99, 41, 168, and 180 at various locations; also in Madera County on Route 99 at various locations. Repair vehicle detection systems. | From: Various To: Various Dist: N/A | $6,478 | 1.07 |

# APPENDIX C

# CONFORMITY ANALYSIS DOCUMENTATION

## EMFAC Emissions (tons/day)

**FRESNO**

| Pollutant | Source | Description | 2020 | 2023 | 2031 | 2037 | 2042 |
|---|---|---|---|---|---|---|---|
| 1997 Ozone | EMFAC 2014 (Summer Run) | ROG Total Exhaust (All Vehicles Total) | 6.66 | 5.43 | 4.14 | 3.50 | 3.24 |
| | | ***Conformity Total*** | 6.70 | 5.40 | 4.10 | 3.50 | 3.20 |
| 1997 Ozone | EMFAC 2014 (Summer Run) | NOx Total Exhaust (All Vehicles Total) | 23.81 | 14.09 | 12.02 | 11.68 | 11.85 |
| | | ***Conformity Total*** | 23.80 | 14.10 | 12.00 | 11.70 | 11.90 |

Note: State control measures (RFG, Moyer, AB1493 and Smog Check) have been incorporated in EMFAC2014. Rule 9310 and 9410 are not included in this conformity analysis.

| | | | 2018 | 2021 | 2024 | 2027 | 2030 | 2031 | 2037 | 2042 |
|---|---|---|---|---|---|---|---|---|---|---|
| 2008 Ozone | EMFAC 2014 (Summer Run) | ROG Total Exhaust (All Vehicles Total) | 7.79 | 6.21 | 5.22 | 4.74 | 4.28 | 4.14 | 3.50 | 3.24 |
| | | ***Conformity Total*** | 7.80 | 6.30 | 5.30 | 4.80 | 4.30 | 4.20 | 3.60 | 3.30 |
| 2008 Ozone | EMFAC 2014 (Summer Run) | NOx Total Exhaust (All Vehicles Total) | 27.09 | 21.60 | 13.76 | 12.88 | 12.15 | 12.02 | 11.68 | 11.85 |
| | | ***Conformity Total*** | 27.10 | 21.70 | 13.80 | 12.90 | 12.20 | 12.10 | 11.70 | 11.90 |

| | | | 2020 | 2027 | 2035 | 2042 |
|---|---|---|---|---|---|---|
| PM-10 | EMFAC 2014 (Annual Run) | PM-10 Total (All Vehicles Total)<br>* includes tire & brake wear | 1.83 | 1.88 | 1.99 | 2.12 |
| | | ***Conformity Total*** | 1.83 | 1.88 | 1.99 | 2.12 |
| PM-10 | EMFAC 2014 (Annual Run) | NOx Total Exhaust (All Vehicles Total) | 24.91 | 13.39 | 12.12 | 12.27 |
| | | ***Conformity Total*** | 24.91 | 13.39 | 12.12 | 12.27 |

| | | | 2021 | 2027 | 2035 | 2042 |
|---|---|---|---|---|---|---|
| PM2.5 Annual (1997 and 2012 standards) | EMFAC 2014 (Annual Run) | PM2.5 Total Exhaust (All Vehicles Total)<br>* includes tire & brake wear | 0.79 | 0.78 | 0.82 | 0.86 |
| | | ***Conformity Total*** | 0.80 | 0.80 | 0.80 | 0.90 |
| PM2.5 Annual (1997 and 2012 standards) | EMFAC 2014 (Annual Run) | NOx Total Exhaust (All Vehicles Total) | 22.58 | 13.39 | 12.12 | 12.27 |
| | | ***Conformity Total*** | 22.60 | 13.40 | 12.10 | 12.30 |

| | | | 2019 | 2027 | 2035 | 2042 |
|---|---|---|---|---|---|---|
| PM2.5 24-hour (2006 standard) | EMFAC 2014 (Winter Run) | PM2.5 Total Exhaust (All Vehicles Total)<br>* includes tire & brake wear | 0.87 | 0.78 | 0.82 | 0.86 |
| | | ***Conformity Total*** | 0.90 | 0.80 | 0.80 | 0.90 |
| PM2.5 24-hour (2006 standard) | EMFAC 2014 (Winter Run) | NOx Total Exhaust (All Vehicles Total) | 27.76 | 13.68 | 12.32 | 12.45 |
| | | ***Conformity Total*** | 27.80 | 13.70 | 12.30 | 12.50 |

## Paved Road Dust Emissions (tons/day)

### FRESNO 2020

| | | | VMT Daily | VMT (million/year) | Base Emissions (PM10 tpy) | Rain Adj. Emissions (PM10 tpy) | Rain Adj. Emissions (PM10 tons/day) | District Rule 8061/ISR Control Rates | Control-Adjusted Emissions |
|---|---|---|---|---|---|---|---|---|---|
| Enter Freeway VMT ==> | | Freeway | 9,055,553 | 3,305 | 252.553 | 245.624 | 0.673 | 0.075 | 0.622 |
| Enter Arterial VMT ==> | | Arterial | 13,167,061 | 4,806 | 611.071 | 594.305 | 1.628 | 0.282 | 1.169 |
| Enter Collector VMT ==> | | Collector | 2,399,540 | 876 | 111.360 | 108.305 | 0.297 | 0.407 | 0.176 |
| | | Urban | 813,586 | 297 | 282.873 | 275.111 | 0.754 | 0.324 | 0.510 |
| Enter Total of Urban and Rural | | Rural | 461,627 | 168 | 694.291 | 675.241 | 1.850 | 0.090 | 1.683 |
| Local VMT Here => | 1,275,213 | | | | | | | | |
| | | Totals | 25,897,367 | 9,453 | 1952.149 | 1898.586 | 5.202 | | 4.161 |

### FRESNO 2027

| | | | VMT Daily | VMT (million/year) | Base Emissions (PM10 tpy) | Rain Adj. Emissions (PM10 tpy) | Rain Adj. Emissions (PM10 tons/day) | District Rule 8061/ISR Control Rates | Control-Adjusted Emissions |
|---|---|---|---|---|---|---|---|---|---|
| Enter Freeway VMT ==> | | Freeway | 10,094,718 | 3,685 | 281.535 | 273.810 | 0.750 | 0.075 | 0.694 |
| Enter Arterial VMT ==> | | Arterial | 14,470,365 | 5,282 | 671.556 | 653.130 | 1.789 | 0.282 | 1.285 |
| Enter Collector VMT ==> | | Collector | 2,615,459 | 955 | 121.381 | 118.051 | 0.323 | 0.407 | 0.192 |
| | | Urban | 884,321 | 323 | 307.466 | 299.030 | 0.819 | 0.324 | 0.554 |
| Enter Total of Urban and Rural | | Rural | 501,762 | 183 | 754.654 | 733.948 | 2.011 | 0.090 | 1.830 |
| Local VMT Here => | 1,386,083 | | | | | | | | |
| | | Totals | 28,566,624 | 10,427 | 2136.593 | 2077.970 | 5.693 | | 4.554 |

### FRESNO 2035

| | | | VMT Daily | VMT (million/year) | Base Emissions (PM10 tpy) | Rain Adj. Emissions (PM10 tpy) | Rain Adj. Emissions (PM10 tons/day) | District Rule 8061/ISR Control Rates | Control-Adjusted Emissions |
|---|---|---|---|---|---|---|---|---|---|
| Enter Freeway VMT ==> | | Freeway | 11,066,547 | 4,039 | 308.639 | 300.170 | 0.822 | 0.075 | 0.761 |
| Enter Arterial VMT ==> | | Arterial | 15,587,754 | 5,690 | 723.413 | 703.565 | 1.928 | 0.282 | 1.384 |
| Enter Collector VMT ==> | | Collector | 2,771,124 | 1,011 | 128.605 | 125.077 | 0.343 | 0.407 | 0.203 |
| | | Urban | 918,746 | 335 | 319.435 | 310.671 | 0.851 | 0.324 | 0.575 |
| Enter Total of Urban and Rural | | Rural | 521,294 | 190 | 784.031 | 762.519 | 2.089 | 0.090 | 1.901 |
| Local VMT Here => | 1,440,040 | | | | | | | | |
| | | Totals | 30,865,465 | 11,266 | 2264.124 | 2202.002 | 6.033 | | 4.824 |

### FRESNO 2042

| | | | VMT Daily | VMT (million/year) | Base Emissions (PM10 tpy) | Rain Adj. Emissions (PM10 tpy) | Rain Adj. Emissions (PM10 tons/day) | District Rule 8061/ISR Control Rates | Control-Adjusted Emissions |
|---|---|---|---|---|---|---|---|---|---|
| Enter Freeway VMT ==> | | Freeway | 12,019,157 | 4,387 | 335.206 | 326.009 | 0.893 | 0.075 | 0.826 |
| Enter Arterial VMT ==> | | Arterial | 16,508,911 | 6,026 | 766.163 | 745.142 | 2.041 | 0.282 | 1.466 |
| Enter Collector VMT ==> | | Collector | 2,940,407 | 1,073 | 136.462 | 132.717 | 0.364 | 0.407 | 0.216 |
| | | Urban | 962,631 | 351 | 334.693 | 325.510 | 0.892 | 0.324 | 0.603 |
| Enter Total of Urban and Rural | | Rural | 546,195 | 199 | 821.482 | 798.942 | 2.189 | 0.090 | 1.992 |
| Local VMT Here => | 1,508,826 | | | | | | | | |
| | | Totals | 32,977,301 | 12,037 | 2394.006 | 2328.321 | 6.379 | | 5.102 |

**DO NOT CHANGE ANY ITEMS BELOW THIS LINE**

**NOTE: THESE EMISSION FACTORS APPLY TO ALL WORKSHEETS - DO NOT CHANGE**

**Emission Factors**

| Road Type | Silt Loading | Weight | k (lb PM10/ VMT) | Base EF (lb PM10/ VMT | |
|---|---|---|---|---|---|
| Freeway | 0.02 | 2.4 | 0.0022 | 0.000152818 | EFFreeway |
| Arterial | 0.035 | 2.4 | 0.0022 | 0.000254296 | EFArterial |
| Collector | 0.035 | 2.4 | 0.0022 | 0.000254296 | EFCollector |
| Local | 0.32 | 2.4 | 0.0022 | 0.00190513 | EFLocal |
| Rural | 1.6 | 2.4 | 0.0022 | 0.008241141 | EFRural |

**FRESNO**

HPMS Local Urban/Rural Percent
From 1998 Assembly of Statistical Reports - Caltrans
**63.8%** Urban
**36.2%** Rural
**100.0%** Total

**FRESNO**

| | January | February | March | April | May | June | July | August | September | October | November | December | Total/Average |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Rain Days | 7.4 | 6.6 | 6.6 | 3.6 | 1.8 | 0.4 | 0 | 0 | 1.0 | 2.0 | 4.6 | 5.8 | **39.8** |
| Total Days | 31 | 28 | 31 | 30 | 31 | 30 | 31 | 31 | 30 | 31 | 30 | 31 | **365** |
| Rain Reduction Factor | 0.94 | 0.94 | 0.95 | 0.97 | 0.99 | 1.00 | 1.00 | 1.00 | 0.99 | 0.98 | 0.96 | 0.95 | **0.97** |

## Unpaved Road Dust Emissions (tons/day)

**FRESNO 2020**

| | Miles | Vehicle Passes per Day | VMT (1000/year) | Base Emissions (PM10 tpy) | Rain Adj. Emissions (PM10 tpy) | Rain Adj. Emissions (PM10 tons/day) | District Rule 8061/ISR Control Rates | Control-Adjusted Emissions |
|---|---|---|---|---|---|---|---|---|
| City/County | 100.45 | 10 | 366.6 | 366.643 | 326.403 | 0.894 | 0.333 | 0.596 |

**FRESNO 2027**

| | Miles | Vehicle Passes per Day | VMT (1000/year) | Base Emissions (PM10 tpy) | Rain Adj. Emissions (PM10 tpy) | Rain Adj. Emissions (PM10 tons/day) | District Rule 8061/ISR Control Rates | Control-Adjusted Emissions |
|---|---|---|---|---|---|---|---|---|
| City/County | 100.45 | 10 | 366.6 | 366.643 | 326.403 | 0.894 | 0.333 | 0.596 |

**FRESNO 2035**

| | Miles | Vehicle Passes per Day | VMT (1000/year) | Base Emissions (PM10 tpy) | Rain Adj. Emissions (PM10 tpy) | Rain Adj. Emissions (PM10 tons/day) | District Rule 8061/ISR Control Rates | Control-Adjusted Emissions |
|---|---|---|---|---|---|---|---|---|
| City/County | 100.45 | 10 | 366.6 | 366.643 | 326.403 | 0.894 | 0.333 | 0.596 |

**FRESNO 2042**

| | Miles | Vehicle Passes per Day | VMT (1000/year) | Base Emissions (PM10 tpy) | Rain Adj. Emissions (PM10 tpy) | Rain Adj. Emissions (PM10 tons/day) | District Rule 8061/ISR Control Rates | Control-Adjusted Emissions |
|---|---|---|---|---|---|---|---|---|
| City/County | 100.45 | 10 | 366.6 | 366.643 | 326.403 | 0.894 | 0.333 | 0.596 |

**DO NOT CHANGE ANY ITEMS BELOW THIS LINE**

**FRESNO**

| | January | February | March | April | May | June | July | August | September | October | November | December | Total/Average |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Rain Days | 7.4 | 6.6 | 6.6 | 3.6 | 1.8 | 0.4 | 0 | 0.000 | 1.0 | 2.0 | 4.6 | 5.8 | **39.8** |
| Total Days | 31 | 28 | 31 | 30 | 31 | 30 | 31 | 31.000 | 30 | 31 | 30 | 31 | **365** |
| Rain Reduction Factor | 0.76 | 0.76 | 0.79 | 0.88 | 0.94 | 0.99 | 1.00 | 1.00 | 0.97 | 0.94 | 0.85 | 0.81 | **0.89** |

## Road Construction Dust

**FRESNO**

| Description | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | 2020 | | 2027 | | 2035 | | 2042 | |
| | Year | Lane Miles | Year | Lane Miles | Year | Lane Miles | Year | Lane Miles |
| Baseline | 2005 | 6380 | 2020 | 6757 | 2027 | 6914 | 2035 | 7225 |
| Horizon | 2020 | 6757 | 2027 | 6914 | 2035 | 7225 | 2042 | 7248 |
| Difference | 15 | 377 | 7 | 157 | 8 | 311 | 7 | 23 |
| Lane Miles per Year | | 25 | | 22 | | 39 | | 3 |
| Acres Disturbed | | 97 | | 87 | | 151 | | 13 |
| Acre-Months | | 1754 | | 1566 | | 2713 | | 228 |
| Emissions (tons/year) | | 192.932 | | 172.240 | | 298.378 | | 25.070 |
| Annual Average Day Emissions (tons) | | 0.529 | | 0.472 | | 0.817 | | 0.069 |
| District Rule 8021 Control Rates | | 0.290 | | 0.290 | | 0.290 | | 0.290 |
| ***Total Emissions (tons per day)*** | | **0.375** | | **0.335** | | **0.580** | | **0.049** |

## PM10 Emission Trading Worksheet

**Fresno (SJV) CONFORMITY ESTIMATES (tons/day)**

| | 2020 | | 2027 | | 2035 | | 2042 | |
|---|---|---|---|---|---|---|---|---|
| | PM10 | NOx | PM10 | NOx | PM10 | NOx | PM10 | NOx |
| Total On-Road Exhaust | 1.830 | 24.906 | 1.877 | 13.395 | 1.993 | 12.115 | 2.117 | 12.271 |
| Paved Road Dust | 4.161 | | 4.554 | | 4.824 | | 5.102 | |
| Unpaved Road Dust | 0.596 | | 0.596 | | 0.596 | | 0.596 | |
| Road Construction Dust | 0.375 | | 0.335 | | 0.580 | | 0.049 | |
| **Total** | **6.962** | **24.906** | **7.363** | **13.395** | **7.994** | **12.115** | **7.865** | **12.271** |

**Difference (2020 Budget - 2020)**

| | PM10 | NOx |
|---|---|---|
| 2020 Budgets | 7.0 | 25.4 |
| 2020 | 7.0 | 24.9 |
| **Difference** | **0.0** | **0.5** |
| * 1.5 (Adjustment to NOx Budget) | 0.0 | |

**NOTE: ONLY IMPLEMENT TRADING IF NECESSARY (I.E., CONFORMITY FAILURE IN TOTALS WORKSHEET)**

**Difference (2020 Budget - 2027)**

| | PM10 | NOx |
|---|---|---|
| 2020 Budgets | 7.0 | 25.4 |
| 2027 | 7.4 | 13.4 |
| **Difference** | **-0.4** | **12.0** |
| * 1.5 (Adjustment to NOx Budget) | 0.6 | |

**NOTE: ONLY IMPLEMENT TRADING IF NECESSARY (I.E., CONFORMITY FAILURE IN TOTALS WORKSHEET)**

**Difference (2020 Budget - 2035)**

| | PM10 | NOx |
|---|---|---|
| 2020 Budgets | 7.0 | 25.4 |
| 2035 | 8.0 | 12.1 |
| **Difference** | **-1.0** | **13.3** |
| * 1.5 (Adjustment to NOx Budget) | 1.5 | |

**NOTE: ONLY IMPLEMENT TRADING IF NECESSARY (I.E., CONFORMITY FAILURE IN TOTALS WORKSHEET)**

**Difference (2020 Budget - 2042)**

| | PM10 | NOx |
|---|---|---|
| 2020 Budgets | 7.0 | 25.4 |
| 2042 | 7.9 | 12.3 |
| **Difference** | **-0.9** | **13.1** |
| * 1.5 (Adjustment to NOx Budget) | 1.4 | |

**NOTE: ONLY IMPLEMENT TRADING IF NECESSARY (I.E., CONFORMITY FAILURE IN TOTALS WORKSHEET)**

### 1:1.5 PM10 to NOx Trading

| | | |
|---|---|---|
| **Adjusted 2020 Budget** | **7.0** | **25.4** |
| **2020 Conformity Total** | **7.0** | **24.9** |
| **Difference** | **0.0** | **0.5** |

TRADING WAS NOT IMPLEMENTED

**NOTE: FINAL DIFFERENCE MUST BE POSITIVE**

| | | |
|---|---|---|
| **Adjusted 2020 Budget** | **7.4** | **24.8** |
| **2027 Conformity Total** | **7.4** | **13.4** |
| **Difference** | **0.0** | **11.4** |

**NOTE: FINAL DIFFERENCE MUST BE POSITIVE**

| | | |
|---|---|---|
| **Adjusted 2020 Budget** | **8.0** | **23.9** |
| **2035 Conformity Total** | **8.0** | **12.1** |
| **Difference** | **0.0** | **11.8** |

**NOTE: FINAL DIFFERENCE MUST BE POSITIVE**

| | | |
|---|---|---|
| **Adjusted 2020 Budget** | **7.9** | **24.1** |
| **2042 Conformity Total** | **7.9** | **12.3** |
| **Difference** | **0.0** | **11.8** |

**NOTE: FINAL DIFFERENCE MUST BE POSITIVE**

## 2018 RTP Conformity Results Summary -- Fresno

| Standard | Analysis Year | Emissions Total | | DID YOU PASS? | |
|---|---|---|---|---|---|
| | | ROG (tons/day) | NOx (tons/day) | ROG | NOx |
| 1997 Ozone* | 2020 Budget | 6.8 | 24.3 | | |
| | 2020 | 6.7 | 23.8 | YES | YES |
| | | | | | |
| | | | | | |
| | 2023 Budget | 5.6 | 14.6 | | |
| | 2023 | 5.4 | 14.1 | YES | YES |
| | 2031 | 4.1 | 12.0 | YES | YES |
| | 2037 | 3.5 | 11.7 | YES | YES |
| | 2042 | 3.2 | 11.9 | YES | YES |

*1997 Ozone conformity is included due to uncertainty associated with an ongoing litigaton related to EPA's revokation of the 1997 ozone standard.

| | | ROG (tons/day) | NOx (tons/day) | ROG | NOx |
|---|---|---|---|---|---|
| 2008 Ozone | 2018 Budget | 8.0 | 27.7 | | |
| | 2018 | 7.8 | 27.1 | YES | YES |
| | | | | | |
| | 2021 Budget | 6.4 | 22.2 | | |
| | 2021 | 6.3 | 21.7 | YES | YES |
| | | | | | |
| | 2024 Budget | 5.4 | 14.1 | | |
| | 2024 | 5.3 | 13.8 | YES | YES |
| | | | | | |
| | 2027 Budget | 4.9 | 13.2 | | |
| | 2027 | 4.8 | 12.9 | YES | YES |
| | | | | | |
| | 2030 Budget | 4.5 | 12.6 | | |
| | 2030 | 4.3 | 12.2 | YES | YES |
| | | | | | |
| | 2031 Budget | 4.3 | 12.5 | | |
| | 2031 | 4.2 | 12.1 | YES | YES |
| | 2037 | 3.6 | 11.7 | YES | YES |
| | 2042 | 3.3 | 11.9 | YES | YES |

| | | PM-10 (tons/day) | NOx (tons/day) | PM-10 | NOx |
|---|---|---|---|---|---|
| PM-10 | 2020 Budget | 7.0 | 25.4 | | |
| | 2020 | 7.0 | 24.9 | YES | YES |
| | | | | | |
| | Adjusted 2020 Budget | 7.4 | 24.8 | | |
| | 2027 | 7.4 | 13.4 | YES | YES |
| | | | | | |
| | Adjusted 2020 Budget | 8.0 | 23.9 | | |
| | 2035 | 8.0 | 12.1 | YES | YES |
| | | | | | |
| | Adjusted 2020 Budget | 7.9 | 24.1 | | |
| | 2042 | 7.9 | 12.3 | YES | YES |

| PM-10 | Total On-Road Exhaust | | Paved Road Dust | | Unpaved Road Dust | | Road Construction Dust | | Total | |
|---|---|---|---|---|---|---|---|---|---|---|
| | PM-10 | Nox | PM-10 | Nox | PM-10 | Nox | PM-10 | Nox | PM-10 | Nox |
| 2020 | 1.830 | 24.906 | 4.161 | | 0.596 | | 0.375 | | **7.0** | **24.9** |
| 2027 | 1.877 | 13.395 | 4.554 | | 0.596 | | 0.335 | | **7.4** | **13.4** |
| 2035 | 1.993 | 12.115 | 4.824 | | 0.596 | | 0.580 | | **8.0** | **12.1** |
| 2042 | 2.117 | 12.271 | 5.102 | | 0.596 | | 0.049 | | **7.9** | **12.3** |

## 2018 RTP Conformity Results Summary -- Fresno

| | | PM2.5 (tons/day) | NOx (tons/day) | PM2.5 | NOx |
|---|---|---|---|---|---|
| 1997 24-Hour and 1997 & 2012 Annual PM2.5 Standards | 2014 Budget | 1.1 | 31.4 | | |
| | 2021 | 0.8 | 22.6 | YES | YES |
| | | | | | |
| | 2014 Budget | 1.1 | 31.4 | | |
| | 2027 | 0.8 | 13.4 | YES | YES |
| | | | | | |
| | 2014 Budget | 1.1 | 31.4 | | |
| | 2035 | 0.8 | 12.1 | YES | YES |
| | | | | | |
| | 2014 Budget | 1.1 | 31.4 | | |
| | 2042 | 0.9 | 12.3 | YES | YES |

| | | PM2.5 (tons/day) | NOx (tons/day) | PM2.5 | NOx |
|---|---|---|---|---|---|
| 2006 PM2.5 Winter 24-Hour Standard | 2017 Budget | 1.0 | 32.1 | | |
| | 2019 | 0.9 | 27.8 | YES | YES |
| | | | | | |
| | 2017 Budget | 1.0 | 32.1 | | |
| | 2027 | 0.8 | 13.7 | YES | YES |
| | | | | | |
| | 2017 Budget | 1.0 | 32.1 | | |
| | 2035 | 0.8 | 12.3 | YES | YES |
| | | | | | |
| | 2017 Budget | 1.0 | 32.1 | | |
| | 2042 | 0.9 | 12.5 | YES | YES |

# APPENDIX D

## TIMELY IMPLEMENTATION DOCUMENTATION FOR TRANSPORTATION CONTROL MEASURES

Fresno Council of Governments
Timely Implementation Documentation
2018 RTP / 2019 FTIP CONFORMITY

| RACM Commitment | Agency | Commitment Description | Original Commitment Schedule | Commitment Funding | TIP | TIP Project ID | Project Description | 2017 FTIP CONFORMITY (as of 9/2016) | 2018 RTP / 2019 FTIP CONFORMITY (as of 7/2018) |
|---|---|---|---|---|---|---|---|---|---|
| FR 5.10 | Fresno COG | Freeway Service Patrol | on-going | not specified | 2002 | FRE020163 | To Expand the Freeway Service Patrol to Serve Additional Segments of SR99, 168, and 180 | Complete | Complete |
| | | | | | 2002 | FRE020649 | To Support the Existing Freeway Service Patrol Along Segments of State Routes 41, 99, and 180 (Three Current Beats) | Complete | Complete |
| FR5/FR5.4 | Clovis | Traffic Flow Improvements; Site Specific TCMs | in progress | not specified | | | Willow-Shaw Intersection | Complete | Complete |
| | | | | | | | Willow-Ashlan Intersection | Complete | Complete |
| | | | | | | | Willow-Bullard Intersection | Complete. | Complete. |
| | | | | | | | Willow-Barstow Intersection | Complete | Complete |
| | | | | | | | Willow-Herndon Intersection | Complete | Complete |
| | | | | | | | Bicycle Improvement: Southern Pacific Railroad, between Alluvial-S/O Dakota | Complete | Complete |
| | | | | | | | Bicycle Improvement: Villa, between Clovis-Southern Pacific Railroad | Complete | Complete |
| | | | | | | | Bicycle Improvement: Sierra, between Willow-Clovis | Complete | Complete |
| | | | | | | | Bicycle Improvement: Willow, Bullard-Sierra | Complete | Complete |
| | | | | | | | Bicycle Improvement: Fowler, N/O Dakota-Shaw | Complete | Complete |
| | | | | | | | Bicycle Improvement: Armstrong, between Tollhouse-Bullard | Complete | Complete |
| FR18-TCM1-TCM4 | Clovis | Twenty projects | not specified | CMAQ & TEA | | | | | |
| | | Shaw Signal Interconnect, Clovis-Temperance | | | 1996/1998 | NO ID NUMBER | Traffic signal interconnection along Shaw (Clovis-Temperance) | Complete | Complete |
| | | Herndon Interconnect, Willow-Tollhouse | | | 1996/1998 | NO ID NUMBER | Traffic signal interconnection along Herndon (Willow-Tollhouse) | Complete | Complete |
| | | Villa Interconnect, Bullard-Shaw | | | 2000 | FRE000104 | Traffic Signal Interconnection along Villa Avenue (Bullard-Shaw) | Complete | Complete |
| | | Ashlan Interconnect, Clovis-Winery | | | 2000 | FRE000101 | Traffic Signal Interconnection along Ashlan Avenue (Clovis-Winery) | Complete | Complete |

| RACM Commitment | Agency | Commitment Description | Original Commitment Schedule | Commitment Funding | TIP | TIP Project ID | Project Description | 2017 FTIP CONFORMITY (as of 9/2016) | 2018 RTP / 2019 FTIP CONFORMITY (as of 7/2018) |
|---|---|---|---|---|---|---|---|---|---|
| | | Fowler Interconnect, Ashlan-Barstow | | | 2000 | FRE000109 | Traffic Signal Interconnection along Fowler Avenue (Ashlan-Barstow) | Complete | Complete |
| | | Clovis Traffic Management Center | | | 2000 | FRE000105 | Construction of Traffic Management Center at Clovis City Hall Facility | Complete | Complete |
| | | Clovis-Alluvial Traffic Signal | | | 2000 | FRE00106 | Install Traffic Signal at Clovis and Alluvial Avenues | Complete | Complete |
| | | Clovis-Sierra Traffic Signal | | | 2000 | FRE000165 | New Signals at the Intersection of Clovis Avenue and Sierra Avenue | Complete | Complete |
| | | Clovis Old Town Trail, Dayton-Willow | | | 2000 | FRE001805 | Union Pacific's Clovis Branchline/Pinedale Spurline Railroad | Complete | Complete |
| | | Dry Creek Trail Terminus, Minnewawa | | | 2000 | FRE001801 | Corridor Trail Landscaping Project | Complete | Complete |
| | | Dry Creek Trail, Alluvial-Nees | | | 2000/2002 | FRE001802/FRE021801 | Dry Creek Trail Bicycle, Pedestrian & Landscaping Project Phase II (Alluvial to Nees) | Complete | Complete |
| | | Treasure Ingmire Park Rest Stop | | | 2000 | FRE001803 | Old Town Trail at Treasure Ingmire Park Rest Stop Project | Complete | Complete |
| | | Grade Crossings Herndon | | | 2000 | FRE00102 | Construction of Grade Crossings Along Old Town Trail at Herndon and Villa | Complete | Complete |
| | | Villa | | | 2000 | FRE00102 | Construction of Grade Crossings Along Old Town Trail at Herndon and Villa | Complete | Complete |
| | | Nees | | | 2000 | FRE000112 | Construction of Grade Crossings Along Old Town Trail at Willow and Nees Avenues | Complete | Complete |
| | | Willow | | | 2000 | FRE000112 | Construction of Grade Crossings Along Old Town Trail at Willow and Nees Avenues | Complete | Complete |
| | | Ashlan Bicycle Lane | | | 2000 | FRE000107 | Construct Bicycle Lane on Ashlan Avenue (Winery to Minnewawa Ave.) | Complete | Complete |
| | | Shaw-Temperance Traffic Signal | | | 1996/1998 | NO ID NUMBER | Install actuated traffic signal & transitional pavement at & adjacent to Shaw & Temperance Ave. | Complete | Complete |
| | | Clovis Civic Center Bicycle Lockers | | | 1996 | NO ID NUMBER | Install bicycle lockers at the Clovis Civic Center | Complete | Complete |
| | | Installation of Bus Shelters | | | 2000 | FRE000110 | Install Five Transit Bus Shelters at Various Locations | Complete | Complete |
| FR 5.3/TCM 1 | Coalinga | Traffic signal on SR198 & Phelps Avenue | 2003 | CMAQ | 2004 | FRE020110 | Install Traffic Signal at Intersection of SR33/SR198 and Phelps Avenue. | Complete | Complete |
| FR 9.3/9.5/10.4/10.5/10.7/TCM4/19.18 | Coalinga | Off-street bike path on SR33 (Jayne Avenue), Merced Avenue-Willow Springs | 2002 | CMAQ | 2002 | FRE020107 | Construct Bicycle Lane on Polk Street/SR198 (Merced to Willow Springs Ave.) | Complete | Complete |

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| RACM Commitment | Agency | Commitment Description | Original Commitment Schedule | Commitment Funding | TIP | TIP Project ID | Project Description | 2017 FTIP CONFORMITY | 2018 RTP / 2019 FTIP CONFORMITY |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | (as of 9/2016) | (as of 7/2018) |
| | | Bicycle and Pedestrian Programs | implemented and ongoing | CMAQ, TEA | | | Bikeway: Monterey Ave. from creek at Cambridge Ave to Washington Street | Complete | Complete |
| | | | | | | | Bikeway: Cambridge Avenue from SR 33/Elm Avenue to Monterey Avenue | Complete | Complete |
| | | | | | | | Bikeway: Polk Street from Monterey Avenue to Merced Ave. | Complete | Complete |
| FR 5.3 | Fowler | Add left turn phasing to intersection of Merced Street and Golden State Blvd. | 2002 | $616,000 STP | 2002 | FRE020609 | Golden State Boulevard/Merced Ave. Intersection Reconstruction to Improve Channel/Signalization | Complete | Complete |
| FR 9.3/10.4/10.5/10.7/ TCM4/19.18 | Fowler | Sidewalk improvements in the vicinity of 5th Street and Main Street | ongoing | CMAQ | 2002 | FRE020112 | Construct Pedestrian Sidewalks Along Main Street (4th to 6th St.) and Along 5th Street (Main to Merced) | Complete | Complete |
| FR 5.1/5.2/TCM1 | Fresno | Nine projects | underway | $13 M CMAQ | | | | | |
| | | FCMA Signal Synchronization (Phase I, II, and III) | | | 1996 - 2002 | FRE020118 | FCMA Signal Synchronization Project Implementation All Phases | Complete | Complete |
| | | Shaw & Blackstone | | | 2000 | FRE000117 | Traffic Signal Improvements to Include Dual-Left Turn Phasing & Signal Appurtenances (Shaw and Blackstone Avenues) | Complete | Complete |
| | | Shaw & Fresno | | | 2000/2002 | FRE020116 | Traffic signal improvements to Include Dual-Left Turn Phasing & Signal Appurtenances (Shaw and Fresno Avenues) | Complete | Complete |
| | | Shaw & First | | | 2004 | FRE020117 | Traffic Signal Improvements to Include Dual-Left Turn Phasing & Signal Appurtenances at Intersection of Shaw Avenue and First Street | Complete | Complete |
| | | Blackstone & Bullard | | | 2004 | FRE020119 | Traffic Signal Improvements to Include Dual-Left Turn Phasing & Signal Appurtenances at Intersection of Blackstone and Bullard Avenues | Complete | Complete |
| | | First & Tulare | | | 2004 | FRE020120 | At Intersection of First Street and Tulare Avenue; Install Traffic Flow Improvements Including Dual Left-Turn Lanes & Intersection Improvements | Complete | Complete |
| | | Shaw & West | | | 2000/2002 | FRE020121 | Traffic Flow Improvements Including Dual Left-Turn Lanes & Intersection Improvements | Complete | Complete |

| RACM Commitment | Agency | Commitment Description | Original Commitment Schedule | Commitment Funding | TIP | TIP Project ID | Project Description | 2017 FTIP CONFORMITY | 2018 RTP / 2019 FTIP CONFORMITY |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | **(as of 9/2016)** | **(as of 7/2018)** |
| | | Chestnut & Kings Canyon | | | 2004 | FRE020122 | At Intersection of Chestnut Avenue and Kings Canyon Road; Install Traffic Flow Improvements Including Dual Left-Turn Lanes & Intersection Improvements | Complete. | Complete. |
| | | Cedar & Shaw | | | 2000/2002 | FRE020123 | Traffic Flow Improvements Including Installation of Dual NB and SB Lanes & Separate Right Turn Lanes | Complete | Complete |
| | | Fresno & Sierra | | | 2004 | FRE040620 | Fresno Ave. at Sierra Ave. Additional turning lane and light turn phasing. | Complete | Complete |
| | | Controller at Railroad Crossing | | | 2000/2002 | FRE020126 | New Controller and Pre-Emption to Interconnect to Railroad Crossing, Reconstruct 3 Returns & New Signal Poles | Complete | Complete |
| | | Marks & Weber | | | 2004 | FRE020127 | At Marks and Weber Avenue Intersection; Install Traffic Flow Improvements Including Ultimate Build of Intersection & New Traffic Signal | Complete | Complete |
| | | Clinton & West | | | 2004 | FRE020128 | At Intersection of Clinton and West Avenues; Install Traffic Flow Improvements Including Dual EB & WB Left-Turn Lanes & Protected Left Phasing EB & WB | Complete | Complete |
| | | Herndon, Van Ness & Marks | | | 2000/2002 | FRE020614 | Widen From 4 to 6 Lanes Divided. (West Avenue to Marks Avenue) Modify Traffic Signals/Provide Dual Left Turns at turns at Van Ness & Marks Avenues. Provide Right Turn Lanes & Bus Bays | Complete | Complete |
| FR 9.2/9.3/9.5/TCM4/ 19.18 | Fresno | Improve bicycle facilities | in progress | $1.7 M CMAQ | 2004 | FRE020129 | Lump-Sum Bicycle Facilities Including Lanes, Racks, Traffic Control Devices to Assist Bicyclist - On Major Streets | Complete | Complete |
| FR 5.2/5.3/5.4/5.5/19. 25/TCM1 | Huron | Install and synchronize two traffic signals; SR 269 improvements (4th & 9th Streets) | not specified; 2003 | CMAQ; TEA | | | | | |
| | | | | | 2002/2004 | FRE020135 | Install Traffic Signals on Lassen Ave. (SR 269) (4th and 9th Street intersections) | City of Huron continues coordination/consultation with Caltrans (it is a state route). Difficult alignment/ROW work continues. Completion anticipated end of 2018. | City of Huron continues coordination/consultation with Caltrans (it is a state route). Difficult alignment/ROW work continues. Completion anticipated end of 2018. |

| RACM Commitment | Agency | Commitment Description | Original Commitment Schedule | Commitment Funding | TIP | TIP Project ID | Project Description | 2017 FTIP CONFORMITY (as of 9/2016) | 2018 RTP / 2019 FTIP CONFORMITY (as of 7/2018) |
|---|---|---|---|---|---|---|---|---|---|
| | | SR269 Improvements | | | 2002 | FRE021001 | SHOPP Lump-Sum Account Non-Capacity Increasing Projects: (Safety; Roadway/Roadside Rehab.; Damage Restoration; Operations & SHOPP TEA) | Complete | Complete |
| FR 9.2/9.3/9.5/10.4/10.5/10.6/TCM4/19.18 | Huron | Pedestrian improvements for L Street and SR 269 | not specified | TEA | 2000 | FRE001811 | "L" Street Landscaped Bike & Pedestrian Pathway | Complete | Complete |
| FR 5.2/19.25 | Kerman | Construct signal intertie for signals along Madera Avenue | 2003 | CMAQ | 2002/2004 | FRE020137 | Traffic Signal Interconnect for Four Signals Along Madera Avenue from "E" Street to Whitesbridge Road. Install Signal at Madera & Stanislaus. | Complete | Complete |
| FR 5.3/5.4/TCM1 | Kingsburg | Intersection improvements at SR 2001 and Draper Street and 18th Avenue | 2004 | CMAQ | 2004 | FRE040616 | Eliminate 2 of 3 intersections at 18th Ave. and Sierra St.provide turn pockets & expand park(18 Ave & Sierra St. intersection improvement program. | Complete | Complete |
| | | | | | | | On 18th Avenue N/O Sierra Street; Provide a Right and Left-Turn Pocket at High School Access Approach | Complete | Complete |
| FR 9.2/9.3/10.4/10.5/10.7/TCM4/19.18 | Orange Cove | Purchase abandoned right-of-way to develop multipurpose use trail | not specified | CMAQ | 2002/2004 | FRE020143 | Purchase Abandoned AT & SF Railroad ROW from Anchor to Hills Valley Road For Construction of Future Pedestrian/Bicycle Trail | Complete. | Complete. |
| FR5.2/FR19.25 | Parlier | Coordinate Traffic Signal Systems | 2002/2003 | not specified | | | Signal timing and coordination of Manning Avenue | Complete | Complete |
| FR 9.3/10.4/10.5/10.7/TCM4/19.18 | Parlier | two bicycle projects | 2003 | partial CMAQ | | | | | |
| | | Parlier (Mendocino to Madsen) | | | 2000 | FRE000626 | Reconstruct, Widen and Install Curb, Gutter, and Sidewalk on Parlier Ave. (Mendocino Ave. to Newmark Ave.) | Complete | Complete |
| | | Parlier | | | 2000/2002 | FRE020144 | Construct Bicycle Facility Along E. Parlier Avenue (Madsen to Newmark Avenue) | Complete | Complete |
| | | Bicycle/Pedestrian Program | 2002-2003 | potential sources identified, including CMAQ | | | Zediker Ave Sidewalks from Stanislaus St. to Fresno St. | Complete | Complete |
| | | | | | | | Construct curb access ramps at various locations | On going with TDA funds | On going with TDA funds |

| RACM Commitment | Agency | Commitment Description | Original Commitment Schedule | Commitment Funding | TIP | TIP Project ID | Project Description | 2017 FTIP CONFORMITY | 2018 RTP / 2019 FTIP CONFORMITY |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | (as of 9/2016) | (as of 7/2018) |
| | | | | | | | 4th Street sidewalk between Fig St. and East End | Complete | Complete |
| | | | | | | | I St. sidewalk between 4th St. and 3rd St. | Complete | Complete |
| | | | | | | | Repair broken Sidewalk at various locations | On going with TDA funds | On going with TDA funds |
| | | | | | | | Install traffic signal @ Parlier Ave. and Madsen Ave. | Complete | Complete |
| | | | | | | | Bike lanes E. Parlier Ave. between Newmark Ave. and Madsen Ave. | Complete | Complete |
| FR 5.2/19.25 | Reedley | Coordination software; install additional signal facilities | 2002 | Federal | 2000 | FRE000130 | Install traffic signal at "I" Street and Reed Ave. & coordinate equipment from Manning to 11th Street | Complete | Complete |
| FR 6.1/6.2/TCM6 | Reedley | Park and ride lot | 2002 | Federal | 1996/1998/2000 | FRE000129 | Acquisition & construction of 40-vehicle park & Ride facility for commuters & acquire adjacent abandoned railroad right-of-way | Complete | Complete |
| FR 9.3 | Reedley | Construct portion of downtown rail-trail and design of two extensions | in process | partial CMAQ | 2000/2002 | FRE000132/FRE020147 | Construct Bicycle Path/Pedestrian Trail Along Railbank Tulare Valley Railroad Corridor - Phase II (Dinuba to Buttonwillow) | Complete | Complete |
| | | | | | 2002/2004 | FRE021808 | Acquire Right-Of-Way and Construct Bicycle/Pedestrian Trail Adjacent Existing Union Pacific Railroad Tracks (Manning Avenue to Kings River) | Complete | Complete |
| FR-19.4 | Reedley | Increase Parking at Transit Centers or Stops | this year (2002) | not specified | | | Construct first city park and ride lot | Complete | Complete |
| No. 4 | Reedley | Purchase PM-10 streetsweeper | not specified | CMAQ | 2000 | FRE000131 | Replace City's Older Diesel Street Sweeper With An Alternatively Fueled CNG Sweeper | Complete | Complete |
| FR 5.2/19.25/TCM1 | Sanger | Coordinate three signals on Jensen Avenue and four signals on Academy Avenue | 2002 | $500,000 CMAQ | 2002 | FRE020149 | Traffic Signal Interconnection along Academy Avenue (Annadale - 5th) and Jensen Avenue (Bethel - City Limits) | Complete | Complete |
| FR5.3 | Sanger | Reduce Traffic Congestion at Major Intersections | 2003-2005 | RSTP and Local | | | Bethel Ave. between 9th St. and Jenni Ave. | Complete | Complete |

| RACM Commitment | Agency | Commitment Description | Original Commitment Schedule | Commitment Funding | TIP | TIP Project ID | Project Description | 2017 FTIP CONFORMITY | 2018 RTP / 2019 FTIP CONFORMITY |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | **(as of 9/2016)** | **(as of 7/2018)** |
| | | | | | | | Academy Ave. between Central and Church Ave. | This project should not be considered applicable per the conformity rule because it is capacity increasing (adding travel lanes). | This project should not be considered applicable per the conformity rule because it is capacity increasing (adding travel lanes). |
| FR9.3/9.5/10.4/10.5/10.7/TCM4 | Sanger | Bicycle/Ped. Program | ongoing-2004 | potential sources identified, including CMAQ | | | Repair broken Sidewalk at various locations | On going with TDA funds. | On going with TDA funds. |
| | | | | | | | Bethel Ave. sidewalks between Jensen and Jenni Ave. | Complete | Complete |
| | | | | | | | Annadale Ave. sidewalks between Academy and Newmark | Complete | Complete |
| | | | | | | | 9th St. sidewalks between Bethel Ave. and Cottle | Complete | Complete |
| FR 5.2/19.25 | Selma | Traffic Signal Interconnect System | not specified | CMAQ | 2002 | FRE020152 | Install Traffic Signals and Provide Interconnection | Complete | Complete |
| FR 5.3 | Selma | Four signal projects | not specified | CMAQ | | | | | |
| | | Rose/McCall | | | 2002 | FRE020152 | Install Traffic Signals and Provide Interconnection | Complete | Complete |
| | | Thompson/Whitson | | | 2002 | FRE020152 | Install Traffic Signals and Provide Interconnection | Complete | Complete |
| | | Thompson/Dinuba | | | 2000 | FRE000138 | Install Traffic Signal at Intersection of Thompson & Dinuba Avenues | Complete | Complete |
| | | McCall/Barbara | | | 2002 | FRE020154 | In Selma (At McCall Avenue and Barbara Street Intersection) Install Traffic Signal Interconnect With City Traffic Signal Synchronization System | Complete | Complete |
| FR 19.18 | Selma | Four pedestrian projects | not specified | not specified | | | | | |
| | | Highland Avenue | | | 2000 | FRE000635 | Improvements to Highland/Gonzales Parkway & signalization of Golden St. State Boulevard/Highland Avenue Intersection - Phase II | Complete | Complete |
| | | Rose | | | 2000 | FRE000638 | Reconstruct/Repave With AC Overlay on Rose Ave. (McCall Ave. to Country Club Lane) | Complete | Complete |
| | | Second | | | 2001 | FRE000640 | Various AC Overlays on Eligible Routes | Complete | Complete |
| | | McCall | | | 2001 | FRE000637 | AC Overlay With Fabric Underlayment (Arrants Street to Dinuba Avenue) | Complete | Complete |

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|---|---|---|---|---|---|---|---|---|---|
| FR5.3 | Fresno County | Reduce Traffic Congestion at Major Intersections | not specified | not specified | | | Signal @SR 145 and Belmont Ave. | Complete | Complete |
| | | | | | | | Signal @ SR 41 and Mt. Whitney Ave. | Complete | Complete |
| | | | | | | | Grade separation on Chestnut Ave @ Golden State Blvd/UPRR crossing | Complete | Complete |
| FR 5.9 | Fresno County | Bus pullout on Shaw Avenue at Wishon Avenue | not specified | not specified | 1996/1998/2000 | FRE000140 | Construct bus turnouts at four existing bus stops on Shaw Avenue (Palm-Blackstone) | Complete | Complete |
| FR 9.3/10.4/TCM4 | Fresno County | Bicycle/Pedestrian Program and Development of Bicycle Travel Facilities | 2002 | Local | | | Class II bikeway on Ashlan between Minnewawa and Clovis | Complete | Complete |
| | | | | | | | Bikeways on Auberry Road between MP2 and MP4 and at Friant-Kern Canal | Complete | Complete |
| | | | | | | | Bikeway Friant Rd, Millbrook to North Fork Rd | Complete | Complete |
| | | | | | | | Bikeway on Millerton Rd from Park entrance to Sky Harbor Rd. | Mitigated Negative Declaration received Dec 2013. Difficult ROW and sensitive environmental area has caused delays. Project is progressing. Consultation and planning studies continue. | Consultation and planning studies, and project progression continue. |
| FR19.18 | Fresno County | Pedestrian Facilities | 2002 | CDBG, TDA, Safe Routes to Schools | | | Selma W. Front Street Improvements | Complete | Complete |
| | | | | | | | Kerman Kearney Plaza Improvements | Complete | Complete |
| | | | | | | | Parlier Sidewalk Improvements @ Zediker Ave. | Complete | Complete |
| | | | | | | | Parlier Third Street Improvements | Complete | Complete |
| | | | | | | | Reedley East Area Street Drainage/Sidewalk Improvements | Complete | Complete |
| | | | | | | | Tranquility Curb/Gutter/Sidewalk & Street Reconstruction Phase V | Complete | Complete |
| | | | | | | | Del Ray Sidewalk/Curb & Gutter Reconstruction | Complete | Complete |

**ADDITIONAL PROJECTS IDENTIFIED**

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| RACM Commitment | Agency | Commitment Description | Original Commitment Schedule | Commitment Funding | TIP | TIP Project ID | Project Description | 2017 FTIP CONFORMITY (as of 9/2016) | 2018 RTP / 2019 FTIP CONFORMITY (as of 7/2018) |
|---|---|---|---|---|---|---|---|---|---|
| FR9.2 | Coalinga | Encouragement of Pedestrian Travel | | | | | Cambridge Avenue – New sidewalk installed from Elm Ave to Joaquin Street. | Complete | Complete |
| | | | | | | | Sunset Avenue – New sidewalk installed from Van Ness to Cambridge Ave. | Complete | Complete |
| | | | | CDBG | | | Valley Street – New sidewalk is proposed from Louisiana Street to Hachman Street. | Complete | Complete |
| FR-TCM1 | Firebaugh | Traffic Flow Improvements | | CMAQ | 2007 | FRE040105 | Construct Park and Ride lot. | Complete | Complete |
| FR-TCM1 | Fowler | Traffic Flow Improvements | | | 2007 | FRE040602 | Interconnection of traffic signals at the intersections of Manning Ave./Golden State Blvd. and Manning Ave./Vineyard Pl. | Complete | Complete |
| FR10.4/10.5 | Fresno / Fresno Area Express | Development of Bicycle Travel Facilities/Expedite Bicycle Projects from RTP | | | | | Bike lanes along C Street from Fresno to Ventura, Fruit Avenue between Clinton and Dakota, H Street from Divisadero to Merced and various segments of First Street between Herndon and Ashlan. | Complete | Complete |
| FR9.2 | Kingsburg | Encouragement of Pedestrian Travel | | | 2007 | FRE040113 | Construct sidewalks along 10th Ave. (Academy Ave.) from Sierra Street to Stroud Ave. | Complete | Complete |
| FR9.5 | Kingsburg | Encouragement of Bicycle Travel | | | 2007 | FRE040112 | Construct Class I bike path along Golden State Blvd from Bethel Ave to Laurel St. Will be located between existing eastern edge of shoulder and UPRR tracks. | Complete | Complete |
| FR19.18 | Mendota | Pedestrian Facilities | | | | | Approximately 3,000 lineal feet of sidewalks and curb access ramps are currently under construction along Derrick Ave. (SR-33). | Complete. | Complete. |
| FR5.4 | Parlier | Site-Specific Transportation Control Measures | | | | | Modify the traffic signal at the intersection of Manning Ave. and Mendocino Ave. to provide for north- and southbound protected left turn phasing. | Complete | Complete |
| FR9.2/10.4/10.5/10.7/TCM-4 | Reedley | Various Bicycle and Pedestrian | | TE | | | Reedley Phase IV - Rails to Trails. Class I trail from Manning to Kings River along the San Joaquin Valley Railroad Corridor. | Complete | Complete |

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|---|---|---|---|---|---|---|---|---|---|
| FR19.18 | Reedley | Pedestrian Facilities | | CMAQ | 2007 | FRE040115 | Install sidewalks and ramps, replace/repair existing sidewalks and ramps on both sides of Manning Ave. between Frankwood and Buttonwillow Ave. | Complete | Complete |
| FR9.3 | Selma | Bicycle/Pedestrian Program | | | | | Constructed Shoulders and made pedestrian improvements along McCall Avenue from Floral Avenue to Arrants Street. | Complete | Complete |
| FR5.4 | Fresno County | Site-Specific Transportation Control Measures | | | | | Install traffic signals at Belmont/Academy Avenues, Fruit/Browning Avenues, and Millerton Road/Table Mountain Casino. | Complete | Complete |
| FR10.7A | Fresno County | Require Inclusion of Paved Shoulders Adequate for Bicycle Use on State or Federally Funded Reconstruction or Widening of Federal Major Collectors or Greater | | | | | Install on Academy Avenue from SR 180 to Shaw; Rose Avenue from Amber to Lac Jac; McCall Avenue from Jensen to SR 180; Jayne Avenue from Sacramento Alignment to Sutter; Crawford Avenue from Floral to Manning. | Complete | Complete |

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| RACM Commitment | Agency | Measure Title | Measure Description (not verbatim) | Implementation Status<br>2017 FTIP (as of 9/2016) | 2018 RTP / 2019 FTIP<br>(as of 7/2018) |
|---|---|---|---|---|---|
| FR-TCM3 | Fresno COG | Voluntary Rideshare Program and Employer Incentive Program | Operate Transportation Demand Management Program | Fresno COG will continue to implement this program. Funding is included in the 2016-17 Overall Work Program. | Fresno COG will continue to implement this program. Funding is included in the 2017-18 Overall Work Program. |
| FR1.1 | Clovis / Clovis Transit | Regional Express Bus Program | Review and evaluate travel. Improve and expand system with purchase of new vehicles. Continue to evaluate possible express routes where feasible. | Staff continues to evaluate regional transit services. No need yet identified. | Staff continues to evaluate regional transit services. No need yet identified. |
| FR1.2 | Clovis / Clovis Transit | Transit Access to Airports | Provide access to Fresno Yosemite International Airport. | Clovis "Stageline" services continues to coordinate with Fresno Area Express (FAX) to provide regular route service to the airport. Access to and from Fresno Yosemite International Airport is provided by Clovis "Roundup" which provides curb to curb service for senior and disabled residents from their homes. | Access to and from Fresno Yosemite International Airport continues to be provided by Clovis "Roundup" which provides curb to curb service for senior and disabled residents from their homes. Clovis "Stageline" services continues to coordinate with Fresno Area Express (FAX) to provide regular route service to the airport. |
| FR5.9 | Clovis / Clovis Transit | Bus Pullouts in Curbs for Passenger Loading | Provide bus pullouts as appropriate with new capital improvement or development. | Bus pullouts are included in new construction. | Bus pullouts are included in new construction. |
| FR10.2 | Clovis / Clovis Transit | Bike Racks on Buses | Include bike racks with new vehicle purchases. | All new fixed route buses are purchased with a bicycle rack on the front of the vehicle. | All new fixed route buses are purchased with a bicycle rack on the front of the vehicle. |
| FR10.7 | Clovis / Clovis Transit | Require inclusion of bicycle lanes on state or federally funded thoroughfare projects. | Locate bicycle lanes on state or federally funded highway projects. | The city of Clovis has designed and constructed bicycles lanes on State and Federally funded projects where right-of-way and funding allowed. Clovis will continue to install bicycle facilities with all new development as appropriate. | The city of Clovis has designed and constructed bicycles lanes on State and Federally funded projects where right-of-way and funding allowed. Clovis will continue to install bicycle facilities with all new development as appropriate. |
| FR19.5 | Clovis / Clovis Transit | Transit Stop Improvements | Provide transit stop improvements, including benches, shelters, and lighting. | Ongoing. Damaged benches have been replaced or repaired. Improvements to bus stops and bus shelters will continue, particularly if routes are expanded. | Ongoing. Damaged benches have been replaced or repaired. Improvements to bus stops and bus shelters will continue, particularly if routes are expanded. |
| FR5.4 | Coalinga | Site-Specific Transportation Control Measures | Intersection improvements through review of proposed developments. | The City of Coalinga continues to review the need for this measure at appropriate locations, but has not identified a specific need at this time. | The City of Coalinga continues to review the need for this measure at appropriate locations, but has not identified a specific need at this time. |
| FR9.2 | Coalinga | Encouragement of Pedestrian Travel | Promotion of pedestrian travel. Expend sidewalks and crosswalks. | All projects in TID table are completed. Private developments are required to install sidewalks as part of the planning and building approval process (Zoning Ordinance). | All projects in TID table are completed. Private developments are required to install sidewalks as part of the planning and building approval process (Zoning Ordinance). |
| FR-TCM1 | Firebaugh | Traffic Flow Improvements | Apply for funding to create park and ride lot. | Project complete. | Project complete. |
| FR5.4 | Fowler | Site-Specific Transportation Control Measures | Monitor traffic flows and make improvements as needed. | Vehicular traffic within the City of Fowler does not experience delays associated with geometric or traffic control configurations. Traffic flows are routinely observed and monitored during field excursions within the City. No need yet identified. | Vehicular traffic within the City of Fowler does not experience delays associated with geometric or traffic control configurations. Traffic flows are routinely observed and monitored during field excursions within the City. No need yet identified. |

Fresno Council of Governments
2002 RACM Timely Implementation Documentation
2018 RTP / 2019 FTIP CONFORMITY

| RACM Commitment | Agency | Measure Title | Measure Description (not verbatim) | Implementation Status | 2018 RTP / 2019 FTIP |
|---|---|---|---|---|---|
| | | | | 2017 FTIP (as of 9/2016) | (as of 7/2018) |
| FR-TCM1 | Fowler | Traffic Flow Improvements | Monitor growth and respond appropriately. | Project is progressing, and is updated on the TID Tables. | Project is progressing, and is updated on the TID Tables. |
| FR1.2 | Fresno / Fresno Area Express | Transit Access to Airports | Public transportation to airports. Implementation of this strategy is in effect. | Service to airport is in effect. | Service to airport is in effect. |
| FR5.9 | Fresno / Fresno Area Express | Bus Pullouts in Curbs for Passenger Loading | Provide for bus pullouts. Review the need and evaluate benefits of providing bus pullouts for major projects. | All new street construction and capital improvement projects are constructing far side or mid-block bus bays, as feasible per safety and traffic flow, per City of Fresno Public Works standards. | All new street construction and capital improvement projects are constructing far side or mid-block bus bays, as feasible per safety and traffic flow, per City of Fresno Public Works standards. |
| FR5.16 | Fresno / Fresno Area Express | Adaptive traffic signals and signal timing | Adjust traffic timing and install 470 cameras at various locations. | All new traffic signal projects comply with FHWA and City of Fresno adopted ITS standards. The city continues to use development fees and grant funds to improve system. | All new traffic signal projects comply with FHWA and City of Fresno adopted ITS standards. The city continues to use development fees and grant funds to improve system. |
| FR10.2 | Fresno / Fresno Area Express | Bike Racks on Buses | Promotes placement of bicycle racks on buses. All 108 buses have installed bus racks. | All buses have installed bike racks. New buses include bike racks. | All buses have installed bike racks. New buses include bike racks. |
| FR10.4 | Fresno / Fresno Area Express | Development of Bicycle Travel Facilities | Accommodate bicycle lanes with new or substantially expanded major street right-of-ways at the time of development. | New development will continue to construct on-street bike lanes. The City of Fresno has installed several miles of bike lanes in each of the recent FTIP cycles using CMAQ funds in the existing urbanized area. | New development will continue to construct on-street bike lanes. The City of Fresno has installed several miles of bike lanes in each of the recent FTIP cycles using CMAQ funds in the existing urbanized area. |
| FR10.5 | Fresno / Fresno Area Express | Expedite Bicycle Projects from RTP | Build out bicycle projects at an accelerated rate. | The City of Fresno has installed several miles of bike lanes in each of the recent FTIP cycles using CMAQ funds in the existing urbanized area. New development will continue to construct on-street bike lanes. | The City of Fresno has installed several miles of bike lanes in each of the recent FTIP cycles using CMAQ funds in the existing urbanized area. New development will continue to construct on-street bike lanes. |
| FR10.7 | Fresno / Fresno Area Express | Require inclusion of bicycle lanes on state or federally funded thoroughfare projects. | Provide adequate right-of-way for bike lanes along all major streets to the extent economically and physically feasible, including streets that are improved with Federal or State funds. | New projects require bike lanes on major streets, where feasible. In some instances, physical or other issues may limit the inclusion of bike lanes. | New projects require bike lanes on major streets, where feasible. In some instances, physical or other issues may limit the inclusion of bike lanes. |
| FR15.2 | Fresno / Fresno Area Express | Pedestrian and Bicycle Overpasses Where Safety Dictates | Evaluate the need for pedestrian and bicycle overpasses as the need arises. | Safety evaluation is on-going as development proposals are received and as traffic patterns change. No need yet identified. | Safety evaluation is on-going as development proposals are received and as traffic patterns change. No need yet identified. |

Fresno Council of Governments
2002 RACM Timely Implementation Documentation
2018 RTP / 2019 FTIP CONFORMITY

| RACM Commitment | Agency | Measure Title | Measure Description (not verbatim) | Implementation Status | 2018 RTP / 2019 FTIP |
|---|---|---|---|---|---|
| | | | | 2017 FTIP (as of 9/2016) | (as of 7/2018) |
| FR19.5 | Fresno / Fresno Area Express | Transit Stop Improvements | On-going improvement program, including bus stops, benches, and shelters. | Fresno continues to implement on-going improvements. FTIP Project FRE021510 includes funding for these small scale individual projects. | Fresno continues to implement on-going improvements. FTIP Project FRE021510 includes funding for these small scale individual projects. |
| FR5.3 | Kerman | Reduce Traffic Congestion at Major Intersections | Continue to monitor traffic flows and street congestion and make improvements on an as-needed basis. | Commitment 5.2/19.25 on Project TID table: Complete. | Commitment 5.2/19.25 on Project TID table: Complete. |
| FR5.4 | Kerman | Site-Specific Transportation Control Measures | Continue to monitor traffic flows and street congestion and make improvements on an as-needed basis. | Development projects are required to make improvements that will conform to Kerman's general plan. | Development projects are required to make improvements that will conform to Kerman's general plan. |
| FR9.3 | Kerman | Bicycle/Pedestrian Program | Fund high priority bicycle/pedestrian projects in countywide plans. | All new collector streets are stripped for Class II bicycle lanes. | All new collector streets are stripped for Class II bicycle lanes. |
| FR-TCM1 | Kerman | Traffic Flow Improvements | Continuously evaluate traffic conditions and plan, program, and implement projects to provide free flowing traffic. | Utility relocation has been completed; construction began 2015; completion anticipated end of 2017. | Latest traffic flow project completed. The city will continue to evaluate traffic conditions and plan, program, and implement projects to provide free flowing traffic. |
| FR9.2 | Kingsburg | Encouragement of Pedestrian Travel | Promotion of pedestrian travel. Expanded network of sidewalks and crosswalks to improve pedestrian access. | FR 9.2-FRE 040113 (TID Table) complete. Kingsburg continues committment to bike/ped projects using CMAQ funding. | FR 9.2-FRE 040113 (TID Table) complete. Kingsburg continues committment to bike/ped projects using CMAQ funding. |
| FR9.5 | Kingsburg | Encouragement of Bicycle Travel | Promotion of pedestrian travel. Capital improvements to increase bicycle use. Build out at an accelerated rate to achieve benefits in time for attainment deadline of 2005. | Commitment FR9.5 - FRE 040112 (TID Table) complete. | Commitment FR9.5 - FRE 040112 (TID Table) complete. |
| FR19.18 | Mendota | Pedestrian Facilities | Expanded network of sidewalks and crosswalks to improve pedestrian access. | FR 19.18 (TID Table) complete | FR 19.18 (TID Table) complete |
| FR-TCM1 | Orange Cove | Traffic Flow Improvements | Evaluate traffic conditions and plan, program, and implement projects to provide free flowing traffic | The first traffic signal was installed in Orange Cove in 2009 at Anchor and South Ave. Traffic flows are routinely observed and monitored during field excursions within the City. No additional need yet identified. | The first traffic signal was installed in Orange Cove in 2009 at Anchor and South Ave. Traffic flows are routinely observed and monitored during field excursions within the City. No additional need yet identified. |

Fresno Council of Governments
2002 RACM Timely Implementation Documentation
2018 RTP / 2019 FTIP CONFORMITY

| RACM Commitment | Agency | Measure Title | Measure Description (not verbatim) | Implementation Status | 2018 RTP / 2019 FTIP |
|---|---|---|---|---|---|
| | | | | 2017 FTIP (as of 9/2016) | (as of 7/2018) |
| FR5.3 | Parlier | Reduce Traffic Congestion at Major Intersections | Continue to monitor traffic flows and street congestion and make improvements on an as-needed basis. | All intersections within the City of Parlier continue to operate at acceptable levels of service.The city will continue to monitor and make improvements as necessary. | All intersections within the City of Parlier continue to operate at acceptable levels of service.The city will continue to monitor and make improvements as necessary. |
| FR5.4 | Parlier | Site-Specific Transportation Control Measures | Continue to monitor traffic flows and street congestion and make improvements on an as-needed basis. | FR5.4 (TID Table) Complete. Traffic flows are routinely observed and monitored during field excursions within the City. No additional need identified. | FR5.4 (TID Table) Complete. Traffic flows are routinely observed and monitored during field excursions within the City. No additional need identified. |
| FR-TCM1 | Parlier | Traffic Flow Improvements | Continue to monitor traffic flows and street congestion and make improvements on an as-needed basis. | Traffic flows are monitored during field excursions to the City of Parlier. No additional need identified at this time. | Traffic flows are monitored during field excursions to the City of Parlier. No additional need identified at this time. |
| FR5.3 | Reedley | Reduce Traffic Congestion at Major Intersections | Continue to monitor congestion throughout the City and make improvements as warranted. | The city continues to conduct yearly traffic counts at all of its major intersections, monitoring the level of service.Walkability evaluation and capacity reviews continue. Reedley has incorporated bike facilities in all developments and all federal aid programs. | The city continues to conduct yearly traffic counts at all of its major intersections, monitoring the level of service.Walkability evaluation and capacity reviews continue. Reedley has incorporated bike facilities in all developments and all federal aid programs. |
| FR5.4 | Reedley | Site-Specific Transportation Control Measures | This measure could include geometric or traffic control improvements at specific congested intersections or at other substandard locations. | The City continues to conduct yearly traffic counts at all of its major intersections, monitoring its current level of service. No additional need identified at this time. | The City continues to conduct yearly traffic counts at all of its major intersections, monitoring its current level of service. No additional need identified at this time. |
| FR9.2 | Reedley | Encouragement of Pedestrian Travel | Plan, program, and execute projects that encourage both pedestrian and bicycle travel. | FR9.2 (TID Table) Complete. | FR9.2 (TID Table) Complete. |
| FR10.4 | Reedley | Development of Bicycle Travel Facilities | Encourage a variety of capital improvements to increase bicycle use. | FR10.5 (TID Table) Complete. Two Phases: Buttonwillow ditch COMPLETE; Bike path over ditch COMPLETE | FR10.5 (TID Table) Complete. Two Phases: Buttonwillow ditch COMPLETE; Bike path over ditch COMPLETE |
| FR10.5 | Reedley | Expedite Bicycle Projects from RTP | Build out bicycle and pedestrian plan at an accelerated rate to achieve benefits in time for attainment deadline in 2005. | FR10.5 (TID Table) Complete. Two Phases: Buttonwillow ditch COMPLETE; Bike path over ditch COMPLETE. | FR10.5 (TID Table) Complete. Two Phases: Buttonwillow ditch COMPLETE; Bike path over ditch COMPLETE. |
| FR10.7 | Reedley | Require inclusion of bicycle lanes on state or federally funded thoroughfare projects. | Construction projects that involve state or federal funds shall include provisions for bicycle lanes when practical. | The City continues commitment to including the installation of bike lanes and the construction of bike trails whenever practical. | The City continues commitment to including the installation of bike lanes and the construction of bike trails whenever practical. |

Fresno Council of Governments
2002 RACM Timely Implementation Documentation
2018 RTP / 2019 FTIP CONFORMITY

| RACM Commitment | Agency | Measure Title | Measure Description (not verbatim) | Implementation Status | 2018 RTP / 2019 FTIP |
|---|---|---|---|---|---|
| | | | | 2017 FTIP (as of 9/2016) | (as of 7/2018) |
| FR-TCM1 | Reedley | Traffic Flow Improvements | Continuously evaluate traffic conditions and plan, program, and implement projects to provide free flowing traffic. | The City conducts yearly traffic counts at all of its major intersections, monitoring its current level of service. | The City conducts yearly traffic counts at all of its major intersections, monitoring its current level of service. |
| FR-TCM4 | Reedley | Bicycle Lanes and Facilities | Fund high priority bicycle/pedestrian projects in countywide plans. | The Reedley Bicycle Master Plan was prepared with the countywide plan in mind and every effort was made to keep and enhance the connectivity of the county plan through the City of Reedley. The City is committed to including the installation of bike lanes and the construction of bike trails whenever practical. | The Reedley Bicycle Master Plan was prepared with the countywide plan in mind and every effort was made to keep and enhance the connectivity of the county plan through the City of Reedley. The City is committed to including the installation of bike lanes and the construction of bike trails whenever practical. |
| FR-TCM5 | Reedley | Alternative Fuels Program | Purchase of additional CNG vans. | City transit vans are CNG. No additional need identified. | City transit vans are CNG. No additional need identified. |
| FR19.18 | Reedley | Pedestrian Facilities | Expanded network of sidewalks and crosswalks to improve pedestrian access. | FR19-8 (TID Table) Complete. | FR19-8 (TID Table) Complete. |
| FR5.4 | Sanger | Site-Specific Transportation Control Measures | Continue to monitor traffic flows and street congestion and make improvements on an as-needed basis. | Commitment FR 5.2/19.25/TCM1 in Project TID table is complete.The city continues to monitor increasing traffic flows and congestion to identify potential project opportunities. | Commitment FR 5.2/19.25/TCM1 in Project TID table is complete.The city continues to monitor increasing traffic flows and congestion to identify potential project opportunities. |
| FR9.2 | Sanger | Encouragement of Pedestrian Travel | Continue to plan, program, and construct projects that encourage pedestrian travel. | Sanger bicycle plan allows bicycling to become an alternative and viable mode of transportation. Active Transportation Program and CMAQ funding will be used for bike paths and sidewalks. Subdivision projects are required to install various pedestrian trails and bike lanes along with parks where applicable. | Sanger bicycle plan allows bicycling to become an alternative and viable mode of transportation. Active Transportation Program and CMAQ funding will be used for bike paths and sidewalks. Subdivision projects are required to install various pedestrian trails and bike lanes along with parks where applicable. |
| FR5.3 | San Joaquin | Reduce Traffic Congestion at Major Intersections | Continue to monitor traffic flows and street congestion and make improvements on an as-needed basis. | City of San Joaquin traffic levels do not cause any congestion. The city will continue to monitor the need for improvements. No need identified at this time. | City of San Joaquin traffic levels do not cause any congestion. The city will continue to monitor the need for improvements. No need identified at this time. |
| FR5.4 | San Joaquin | Site-Specific Transportation Control Measures | Continue to monitor traffic flows and street congestion and make improvements on an as-needed basis. | All development projects are required to make improvements that will conform to the city's general plan. | All development projects are required to make improvements that will conform to the city's general plan. |
| FR9.3 | San Joaquin | Bicycle/Pedestrian Program | Fund high priority bicycle/pedestrian projects in countywide plans. | All new collector streets are striped for bicycle lanes. | All new collector streets are striped for bicycle lanes. |
| FR-TCM1 | San Joaquin | Traffic Flow Improvements | Continuously evaluate traffic conditions and plan, program, and implement projects to provide free flowing traffic. | The City of San Joaquin evaluated traffic conditions and trafic flow in the circulation/traffic element the City's adodpted Community Plan. No adiditional needs identified at this time. | The City of San Joaquin evaluated traffic conditions and trafic flow in the circulation/traffic element the City's adodpted Community/General Plan. No adiditional needs identified at this time. |

Fresno Council of Governments
2002 RACM Timely Implementation Documentation
2018 RTP / 2019 FTIP CONFORMITY

| RACM Commitment | Agency | Measure Title | Measure Description (not verbatim) | Implementation Status | 2018 RTP / 2019 FTIP |
|---|---|---|---|---|---|
| | | | | 2017 FTIP (as of 9/2016) | (as of 7/2018) |
| FR5.4 | Selma | Site-Specific Transportation Control Measures | This measure could include geometric or traffic control improvements at specific congested intersections or at other substandard locations. | Vehicular traffic within the City of Selma does not experience delays associated with geometric or traffic control configurations. Traffic flows are routinely observed and monitored during field excursions within the City. No need yet identified. | Vehicular traffic within the City of Selma does not experience delays associated with geometric or traffic control configurations. Traffic flows are routinely observed and monitored during field excursions within the City. No need yet identified. |
| FR9.3 | Selma | Bicycle/Pedestrian Program | Fund high priority bicycle/pedestrian projects in countywide plans. | FR9.3 (TID Table) complete. | FR9.3 (TID Table) complete. |
| FR5.2 | Fresno County | Coordinate Traffic Signal Systems | Installation of hard-wire and fiber-optic signal interconnection. | System operation continues to be dependent on implementation by the City of Fresno. Fresno County has completed installation of hard-wire and fiber optic interconnection infrastructure on all major corridors under County jurisdiction in the Fresno-Clovis metro area. The City of Fresno has completed ITS Phase 3-creating an efficient citiwide traffic coordination system.Total cost for the 3 phases-$15 million.(CMAQ, RSTP) The City implemented Traffic Signal Mitigation Impact Fees for developer constructed ITS will provide$23 million.All traffic signal projects include ITS per City ITS standards. | System operation continues to be dependent on implementation by the City of Fresno. Fresno County has completed installation of hard-wire and fiber optic interconnection infrastructure on all major corridors under County jurisdiction in the Fresno-Clovis metro area. The City of Fresno has completed ITS Phase 3-creating an efficient citiwide traffic coordination system.Total cost for the 3 phases-$15 million.(CMAQ, RSTP) The City implemented Traffic Signal Mitigation Impact Fees for developer constructed ITS will provide$23 million.All traffic signal projects include ITS per City ITS standards. |
| FR5.4 | Fresno County | Site-Specific Transportation Control Measures | This measure could include geometric or traffic control improvements at specific congested intersections or at other substandard locations. | FR5.4 (TID Tables) Complete. Ongoing measure. | FR5.4 (TID Tables) Complete. Ongoing measure. |
| FR10.7A | Fresno County | Require Inclusion of Paved Shoulders Adequate for Bicycle Use on State or Federally Funded Reconstruction or Widening of Federal Major Collectors or Greater | Require construction of paved shoulders to meet at least minimum class II bike lane standards on state or federally funded reconstruction or widening of federal major collectors or greater. | FR10.7 (TID Tables) Complete. Ongoing measure. | FR10.7 (TID Tables) Complete. Ongoing measure. |
| FR8.6 | FCRTA | Subscription Services | Offer subscription services pursuant to Federal guidelines, in that at no time may a vehicle's capacity be subscribed for more than fifty percent (50%) of its capacity | FCRTA continues to maintain a Subscription Service program for each of its operations. Patrons for such Subscription Service represents less that five percent (5%) of our total ridership at this time. The FCRTA remains committed to pursuing this commitment. | FCRTA continues to maintain a Subscription Service program for each of its operations. Patrons for such Subscription Service represents less that five percent (5%) of our total ridership at this time. The FCRTA remains committed to pursuing this commitment. |
| FR19.5 | FCRTA | Transit Stop Improvements | Continue to implement improvements as warranted. | Continuous assessments are made to identify needs for additional bus stop improvements. The Agency has budgeted its Capital Reserve funds to install Bus Stop Shelters as warranted or requested throughout its operating areas. Additional improvements will continue to installed as a further convenience to our patrons. The FCRTA remains committed to pursuing this commitment. | Continuous assessments are made to identify needs for additional bus stop improvements. The Agency has budgeted its Capital Reserve funds to install Bus Stop Shelters as warranted or requested throughout its operating areas. Additional improvements will continue to installed as a further convenience to our patrons. The FCRTA remains committed to pursuing this commitment. |

# APPENDIX E

# PUBLIC MEETING PROCESS DOCUMENTATION

PUBLIC NOTICE

#3650370

# NOTICE OF PUBLIC HEARING ON THE REVISIONS TO THE DRAFT CONFORMITY ANALYSIS FOR THE DRAFT 2019 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM AND DRAFT 2018 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITY STRATEGY

NOTICE IS HEREBY GIVEN that the Fresno Council of Governments (Fresno COG) will hold a public hearing on May 31st, 2018 at 5:30 P.M. during the Fresno COG Policy Board Meeting at the Fresno COG office building at 2035 Tulare Street, Suite 201, Fresno, CA 93721 regarding the revisions to the Draft Air Quality Conformity Analysis for the 2019 FTIP and 2018 Regional Transportation Plan/Sustainable Community Strategy (RTP/SCS). The purpose of the public hearing is to receive public comments on the following document:

- The Draft Conformity Analysis for the 2019 FTIP and 2018 RTP/SCS is being revised to incorporate 1997 ozone conformity due to uncertainty associated with ongoing litigation related to the EPA's 2015 Ozone Implementation Rule dealing with the revocation of the 1997 ozone standard and the relevant "anti-backsliding" requirements.

- The Draft Conformity Analysis contains the documentation to support a finding that the 2019 FTIP and 2018 RTP/SCS meet the air quality conformity requirements for ozone and particulate matter.

The Draft Conformity Analysis, hereby noticed, supersedes the version released for public review and comment on April 5, 2018.

Individuals with disabilities may call Fresno COG (with 3-working-day advance notice) to request auxiliary aids necessary to participate in the public hearing. Translation services are also available (with 3-working-day advanced notice) to participants speaking any language, by available professional translation services.

A 30-day public review and comment period on the Draft Conformity Analysis will commence on May 18, 2018 and conclude on June 18, 2018. The draft document is available for review at the Fresno COG office, located at 2035 Tulare Street, Suite 201, Fresno, CA 93721 and on Fresno COG website at www.fresnocog.org.

Public comments are welcomed at the hearing, or may be submitted in writing by 5:00 P.M. on June 18, 2018 to Kristine Cai at the address below.

After considering the comments, the documents will be considered for adoption, by resolution, by the Fresno COG at a regularly scheduled meeting to be held on July 26, 2018. The documents will then be submitted to state and federal agencies for consideration and potential approval.

Contact Person: Kristine Cai, Planning Director
2035 Tulare Street, Suite 201, Fresno, CA 93721
559-233-4148
kcai@fresnocog.org

FRESNO COUNCIL OF GOVERNMENTS
2035 TULARE ST, STE 201
FRESNO, CA 937212004
0003650370

The Fresno Bee
fresnobee.com

Central Valley
The Valley's Lifestyle Magazine

Sierra Star
Serving Eastern Madera Since 1957

Vida
en el valle

# PROOF OF PUBLICATION

## COUNTY OF FRESNO
## STATE OF CALIFORNIA

The undersigned states:

McClatchy Newspapers in and on all dates herein stated was a corporation, and the owner and publisher of The Fresno Bee. The Fresno Bee is a daily newspaper of general circulation now published, and on all-the-dates herein stated was published in the City of Fresno, County of Fresno, and has been adjudged a newspaper of general circulation by the Superior Court of the County of Fresno, State of California, under the date of November 28, 1994, Action No. 520058-9.
The undersigned is and on all dates herein mentioned was a citizen of the United States, over the age of twenty-one years, and is the principal clerk of the printer and publisher of said newspaper; and that the notice, a copy of which is hereto annexed, marked Exhibit A, hereby made a part hereof, was published in The Fresno Bee in each issue thereof (in type not smaller than nonpareil), on the following dates.

May 18, 2018

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Dated May 22, 2018

Allen Kaspárian

## Exhibit A

PUBLIC NOTICE

#3650370

NOTICE OF PUBLIC HEARING ON THE REVISIONS TO THE DRAFT CONFORMITY ANALYSIS FOR THE DRAFT 2019 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM AND DRAFT 2018 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITY STRATEGY

NOTICE IS HEREBY GIVEN that the Fresno Council of Governments (Fresno COG) will hold a public hearing on May 31st, 2018 at 5:30 P.M. during the Fresno COG Policy Board Meeting at the Fresno COG office building at 2035 Tulare Street, Suite 201, Fresno, CA 93721 regarding the revisions to the Draft Air Quality Conformity Analysis for the 2019 FTIP and 2018 Regional Transportation Plan/Sustainable Community Strategy (RTP/SCS). The purpose of the public hearing is to receive public comments on the following document:

- The Draft Conformity Analysis for the 2019 FTIP and 2018 RTP/SCS is being revised to incorporate 1997 ozone conformity due to uncertainty associated with ongoing litigation related to the EPA's 2015 Ozone Implementation Rule dealing with the revocation of the 1997 ozone standard and the relevant "anti-backsliding" requirements.

- The Draft Conformity Analysis contains the documentation to support a finding that the 2019 FTIP and 2018 RTP/SCS meet the air quality conformity requirements for ozone and particulate matter.

The Draft Conformity Analysis, hereby noticed, supersedes the version released for public review and comment on April 5, 2018.

Individuals with disabilities may call Fresno COG (with 3-working-day advance notice) to request auxiliary aids necessary to participate in the public hearing. Translation services are also available (with 3-working-day advanced notice) to participants speaking any language, by available professional translation services.

A 30-day public review and comment period on the Draft Conformity Analysis will commence on May 18, 2018 and conclude on June 18, 2018. The draft document is available for review at the Fresno COG office, located at 2035 Tulare Street, Suite 201, Fresno, CA 93721 and on Fresno COG website at www.fresnocog.org.

Public comments are welcomed at the hearing, or may be submitted in writing by 5:00 P.M. on June 18, 2018 to Kristine Cai at the address below.

After considering the comments, the documents will be considered for adoption, by resolution, by the Fresno COG at a regularly scheduled meeting to be held on July 26, 2018. The documents will then be submitted to state and federal agencies for consideration and potential approval.

Contact Person: Kristine Cai, Planning Director
2035 Tulare Street, Suite 201, Fresno, CA 93721
559-233-4148
kcai@fresnocog.org

FRESNO COUNCIL OF GOVERNMENTS
2035 TULARE ST, STE 201
FRESNO, CA 937212004
0003593091

The Fresno Bee
fresnobee.com

Central Valley
The Valley's Lifestyle Magazine

Sierra Star
Serving Eastern Madera Since 1957

Vida en el valle



# PROOF OF PUBLICATION

## COUNTY OF FRESNO
## STATE OF CALIFORNIA

The undersigned states:

McClatchy Newspapers in and on all dates herein stated was a corporation, and the owner and publisher of The Fresno Bee. The Fresno Bee is a daily newspaper of general circulation now published, and on all-the-dates herein stated was published in the City of Fresno, County of Fresno, and has been adjudged a newspaper of general circulation by the Superior Court of the County of Fresno, State of California, under the date of November 28, 1994, Action No. 520058-9.
The undersigned is and on all dates herein mentioned was a citizen of the United States, over the age of twenty-one years, and is the principal clerk of the printer and publisher of said newspaper; and that the notice, a copy of which is hereto annexed, marked Exhibit A, hereby made a part hereof, was published in The Fresno Bee in each issue thereof (in type not smaller than nonpareil), on the following dates.

April 01, 2018

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Dated May 01, 2018

Marcela L. Thomas

PUBLIC NOTICE

#3593091

NOTICE OF PUBLIC HEARING ON THE
DRAFT 2019 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM,
THE DRAFT 2018 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITY STRATEGY; CORRESPONDING DRAFT CONFORMITY ANALYSIS,
AND
NOTICE OF AVAILABILITY OF DRAFT ENVIRONMENTAL IMPACT REPORT
(SCH # 2017041008)

NOTICE IS HEREBY GIVEN that the Fresno Council of Governments (Fresno COG) will hold a public hearing on April 26, 2018 at 5:30 P.M. during the Fresno COG Policy Board Meeting at the Fresno COG office building at 2035 Tulare Street, Suite 201, Fresno, CA 93721 regarding the Draft 2019 Federal Transportation Improvement Program (2019 FTIP), the Draft 2018 Regional Transportation Plan/Sustainable Community Strategy (2018 RTP/SCS), the corresponding Draft Air Quality Conformity Analysis for the 2019 FTIP and 2018 RTP/SCS and the Draft Environmental Impact Report (EIR). The purpose of the public hearing is to receive public comments on these documents.

- The 2019 FTIP is a near-term listing of capital improvement and operational expenditures utilizing federal and state monies for transportation projects in Fresno County during the next four years.
- The 2018 RTP/SCS is a long-term coordinated transportation/land use strategy to meet Fresno County transportation needs out to the year 2042.
- The Draft EIR document provides an analysis of potential environmental impacts related to the implementation of the RTP/SCS as required by the California Environmental Quality Act.
- The corresponding Conformity Analysis contains the documentation to support a finding that the 2019 FTIP and 2018 RTP/SCS meet the air quality conformity requirements for ozone and particulate matter.

Individuals with disabilities may call Fresno COG (with 3-working-day advance notice) to request auxiliary aids necessary to participate in the public hearing. Translation services are also available (with 3-working-day advance notice) to participants speaking any language, by available professional translation services.

An additional public hearing will be held by Fresno COG staff, specifically Planning Director Kristine Cai, to receive public comments on the Draft 2018 Sustainable Communities Strategy (SCS) on May 15, 2018 at 6:00 P.M. at Selma City Hall, 1710 Tucker St, Selma, CA 93662.

A concurrent 55-day public review and comment period on the Draft EIR and related documents will commence on April 5, 2018 and conclude on June 1, 2018. The draft documents are available for review at the Fresno COG office, located at 2035 Tulare Street, Suite 201, Fresno, CA 93721 and on Fresno COG website at www.fresnocog.org.

Based on the analysis presented in the Draft EIR, potentially significant and unavoidable direct and cumulative environmental impacts may occur to the following resources areas: Aesthetics, Agricultural & Forestry Resources, Air Quality, Biotic Resources, Climate Change/Greenhouse Gases, Cultural Resources & Tribal Cultural Resources, Energy & Energy Conservation, Geology/Soils/Minerals, Hazardous Materials, Hydrology & Water Resources, Land Use & Planning, Noise, Population, Housing & Employment, Public Utilities, Other Utilities, & Services, and Transportation/Traffic.

Public comments are welcomed at the hearing, or may be submitted in writing by 5:00 P.M. on June 1, 2018 to Kristine Cai at the address below.

After considering the comments, the documents will be considered for adoption, by resolution, by the Fresno COG at a regularly scheduled meeting to be held on July 26, 2018. The documents will then be submitted to state and federal agencies for consideration and potential approval.

Contact Person: Kristine Cai, Planning Director
2035 Tulare Street, Suite 201, Fresno, CA 93721
559-233-4148
kcai@fresnocog.org

BEFORE THE
**FRESNO COUNCIL OF GOVERNMENTS**
**RESOLUTION NO. 2018-26**

IN THE MATTER OF:
2018 RTP/SCS, 2019 FTIP, and
Corresponding Transportation
Conformity Analysis

RESOLUTION ADOPTING
2018 RTP/SCS, 2019 FTIP,
and Corresponding Transportation
Conformity Analysis

**RESOLUTION**
**Fresno Council of Governments**

**R-2018-26**

**RESOLUTION ADOPTING THE**
**FRESNO COUNCIL OF GOVERNMENTS**
**2019 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM, THE 2018 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITY STRATEGY, AND THE CORRESPONDING CONFORMITY ANALYSIS**

WHEREAS, the Fresno Council of Governments is a Regional Transportation Planning Agency and a Metropolitan Planning Organization, pursuant to State and Federal designation; and

WHEREAS, federal planning regulations require Metropolitan Planning Organizations to prepare and adopt a long range Regional Transportation Plan (RTP) for their region; and

WHEREAS, Senate Bill (SB) 375 (Steinberg, 2008) requires that Metropolitan Planning Organizations prepare a Sustainable Communities Strategy (SCS) as part of the 2018 RTP that demonstrates how the region will reduce the greenhouse gas emissions (GHG) from automobiles and light trucks to achieve, if there is a feasible way to do so, the applicable greenhouse gas emission reduction targets approved by the California Air Resources Board (ARB), and

WHEREAS, pursuant to SB 375, the applicable ARB per capita GHG emission reduction targets for the San Joaquin Valley region are 5% below 2005 per capita emissions levels by 2020 and 10% below 2005 per capita emissions levels by 2035; and

WHEREAS, the state law requires that the RTP/SCS land-use development pattern is consistent with the Regional Housing Needs Assessment (RHNA); and

WHEREAS, the RTP addresses the issues specified in the Sustainable Communities Strategy (SCS) component as identified in Government Code Sections 65080(b)(2)(B) and 65584.04(i)(1) in that it (1) Identifies the general location of uses, residential densities, and building intensities within the region; (2) Identifies areas within the region sufficient to house all the population of the region, including all economic segments of the population over the course of the planning period of the regional transportation plan taking into account net migration into the region, population growth, household formation and employment growth; (3) Identifies areas within the region sufficient to house an eight-year projection of the regional housing need for the region pursuant to Government Code Section 65584; (4) Identifies a transportation network to service the transportation needs of the region; (5) Gathers and considers the best practically available scientific information regarding resource areas and farmland in the region as defined in subdivisions (a) and (b) of Government Code Section 65080.01; (6) Considers the state housing goals specified in Sections 65580 and 65581; (7) Sets forth a forecasted development pattern for the region, which, when integrated with the transportation network, and other

transportation measures and policies, will reduce the greenhouse gas emissions from automobiles and light trucks to achieve, if there is a feasible way to do so, the greenhouse gas emission reduction targets approved by the ARB; (8) Allows the regional transportation plan to comply with Section 176 of the federal Clean Air Act (42 U.S.C. Section 7506); and (9) Provides consistency between the development pattern and allocation of housing units within the region (Government Code 65584.04(i)(1); and

WHEREAS, the 2018 RTP/SCS addresses no less than a 20-year planning horizon and sets forth both long-range and short-range policies, strategies and actions; and

WHEREAS, the 2018 RTP/SCS includes a regional growth forecast that was developed by working with local jurisdictions using the most recent land use plans and policies and planning assumptions; and

WHEREAS, the 2018 RTP/SCS includes a financial element that summarizes the cost of plan implementation constrained by a realistic projection of available revenues and contains recommendations for allocation of funds; and

WHEREAS, Fresno Council of Governments prepared the RTP/SCS in consultation with the appropriate State and local representatives including representatives from environmental and economic communities, airport, transit, and freight; federal land management agencies; State and local agencies responsible for land use, natural resources, environmental protection, conservation and historic preservation; and federally recognized Native American Tribal Governments; and

WHEREAS, Fresno Council of Governments prepared an Environmental Justice Analysis for the 2018 RTP/SCS demonstrating Fresno COG's compliance as a MPO with federal requirements related to Title VI and Environmental Justice in the RTP development process; and

WHEREAS, the 2018 RTP/SCS has been prepared in accordance with state guidelines adopted by the California Transportation Commission and;

WHEREAS, a 2018 RTP/SCS has been prepared in full compliance with federal guidance; and

WHEREAS, federal planning regulations require that Metropolitan Planning Organizations prepare and adopt a short range Federal Transportation Improvement Program (FTIP) for their region; and

WHEREAS, projects submitted in the 2019 FTIP must be financially constrained and the financial plan affirms that funding is available; and

WHEREAS, the 2019 FTIP has been prepared to comply with Federal and State requirements for local projects and through a cooperative process between the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the State Department of Transportation (Caltrans), principal elected officials of general purpose local governments and their staffs, and public owner operators of mass transportation services acting through the Fresno Council of Governments forum and general public involvement; and

WHEREAS, the 2019 FTIP program listing is consistent with: 1) the 2018 RTP/SCS; 2) the 2018 State Transportation Improvement Program; and 3) the Corresponding Conformity Analysis; and

WHEREAS, the 2019 FTIP contains the MPO's certification of the transportation planning process assuring that all federal requirements have been fulfilled; and

WHEREAS, the 2019 FTIP meets all applicable transportation planning requirements per 23 Code of Federal Regulations (CFR) Part 450; and

WHEREAS, Fresno Council of Governments has established performance targets that address the performance standards per 23 CFR Part 490 , 49 United States Code (U.S.C.) 5326(c), and 49 U.S.C. 5329(d) to use in tracking progress toward attainment of critical outcomes for the region of the MPO; and

WHEREAS, Fresno Council of Governments has integrated into its metropolitan transportation planning process, directly or by reference, the goals, objectives, performance measures, and targets described in other State transportation plans and transportation processes, as well as any plans developed under 49 U.S.C. Chapter 53 by providers of public transportation, required as part of a performance-based program; and

WHEREAS, in non-attainment and maintenance areas for transportation-related criteria pollutants, the MPO, as well as the Federal Highways Administration (FHWA) and Federal Transit Administration (FTA), must make a conformity determination on any updated or amended RTP in accordance with the federal Clean Air Act to ensure that federally supported highway and transit project activities conform to the purpose of the State Implementation Plan (SIP); and

WHEREAS, the MPO must demonstrate conformity per 40 CFR Part 93 for the 2018 RTP/SCS and 2019 FTIP; and

WHEREAS, Fresno Council of Governments has conducted interagency consultation through the San Joaquin Valley Interagency Consultation Group, which includes the 8 Valley MPOs, the Air District, the FHWA, FTA, EPA, CARB and Caltrans representatives; and

WHEREAS, the 2018 RTP/SCS and 2019 FTIP includes a new Conformity Analysis, which makes a positive transportation conformity determination; and

WHEREAS, the 2018 RTP/SCS and 2019 FTIP conforms to the applicable SIPs; and

WHEREAS, the 2018 RTP/SCS and 2019 FTIP do not interfere with the timely implementation of the Transportation Control Measures; and

WHEREAS, pursuant to Government Code §65080(b)(2)(F) and federal public participation requirements, including 23 C.F.R. §450.316(a)(1)(iv), Fresno Council of Governments must prepare the RTP/SCS by providing adequate public notice of public involvement activities and time for public review. On July 28, 2016, Fresno Council of Governments approved and adopted a Public Participation Plan, to serve as a guide for Fresno Council of Government's public involvement process, including the public involvement process to be used for the 2018 RTP/SCS, and included an enhanced outreach program that incorporates the public participation requirements of SB 375 and adds strategies to better serve the underrepresented segments of the region; and

WHEREAS, Fresno COG conducted a proactive public involvement process, consistent with Title 23, CFR §450.316(a) that provided complete information, timely public notice, full public access to key decisions and early and continuing involvement of the public in developing the RTP and associated plans. 16 community workshops were held in the summer of 2017 with 663 attendees and 555 online participants, who submitted 1,218 suggestions for transportation needs within communities across Fresno County. To further engage the public in the SCS scenario preference process, 20 informational booths were hosted in the fall of 2017 at community events throughout the county, and 11 presentations were made to community organization members and groups, involving them in the. Online interactive surveys in English and Spanish were also available to all community members. 1,339 completed scenario preference surveys from outreach events, online participation

and staff presentations were collected. In addition, a dedicated website was developed in English and Spanish for access to RTP/SCS information at www.yourvision2042.com; and

WHEREAS, pursuant to Government Code §65080(b)(2)(F)(iii), Fresno Council of Governments held a series of RTP/SCS public workshops throughout the region, including residents, elected officials, representatives of public agencies, community organizations, and environmental, housing and business stakeholders; and

WHEREAS, the FTIP was concurrently posted and released for public review and available for public comment as part of the RTP/SCS outreach process; and

WHEREAS, the Fresno Council of Governments developed and evaluated several possible RTP/SCS scenarios in response to community feedback, agency consultation, transportation and other needs, and other information, and proposed to adopt Scenario "D" as the preferred scenario; and

WHEREAS, the documents have been widely circulated and reviewed by the Fresno Council of Governments advisory committees representing the technical and management staffs of the member agencies; representatives of other governmental agencies, including State and Federal; representatives of special interest groups; representatives of the private business sector; and residents of Fresno County consistent with the public participation process adopted by the Fresno Council of Governments; and

WHEREAS, public hearings were conducted on April 26, 2018 to hear and consider comments on the 2018 RTP/SCS and the 2019 FTIP, on May 15, 2018 to hear and consider comments on the 2018 RTP/SCS, and on May 31, 2018 to hear and consider comments on the Corresponding Conformity Analysis for the 2018 RTP/SCS and the 2019 FTIP**;** and

WHEREAS, the Fresno Council of Governments also released the Draft 2018 RTP/SCS Programmatic Environmental Impact Report (PEIR) pursuant to the California Environmental Quality Act concurrently with the release of the Draft 2018 RTP/SCS, and issued a Notice of Availability for the same 55-day public review and comment period of April 5, 2018 to June 1, 2018; and

WHEREAS, the Fresno Council of Governments' PEIR fully evaluated the potential environmental impacts of RTP/SCS Scenario "D" and also presented an evaluation of potentially feasible; and

WHEREAS, during the public review and comment period, Fresno Council of Governments received one verbal and six written comment submissions on the Draft 2018 RTP/SCS and Draft 2018 RTP/SCS PEIR; and

WHEREAS, comment letters and Fresno Council of Governments staff responses on the Draft 2018 RTP/SCS and Draft 2018 RTP/SCS PEIR as well as the proposed Final 2018 RTP/SCS and proposed Final 2018 RTP/SCS PEIR were posted on the Fresno Council of Governments web page and circulated to commenting public agencies at least ten (10) days prior to the certification of the PEIR; and

WHEREAS, on July 13, 2018, Fresno Council of Government's Policy Advisory Committee and Transportation Technical Committee held a public, joint meeting to consider a recommendation to the Policy Board to approve and adopt the proposed Final 2018 RTP/SCS and certify the proposed Final 2018 RTP/SCS PEIR at the July 26, 2018 Policy Board meeting; and

WHEREAS, prior to the adoption of this resolution, the Policy Board certified the Final 2018 RTP/SCS PEIR prepared for the 2018 RTP/SCS to be in compliance with CEQA; and

WHEREAS, the Policy Board has had the opportunity to review the Final 2018 RTP/SCS and its related appendices as well as the staff report related to the Final 2018 RTP/SCS, and consideration of the Final 2018 RTP/SCS was made by the Policy Board as part of a public meeting held on July 26, 2018.

**NOW, THEREFORE, BE IT RESOLVED**, that the foregoing recitals are true and correct and are incorporated herein by reference as an operative portion of this Resolution.

**BE IT FURTHER RESOLVED**, that the Fresno Council of Governments finds that the 2018 RTP/SCS and 2019 FTIP are in conformity with the requirements of the Federal Clean Air Act Amendments and applicable State Implementation Plans for air quality.

**BE IT FURTHER RESOLVED**, that the Fresno Council of Governments also finds that the 2018 RTP/SCS meets the SB 375 GHG reduction targets of 5% below 2005 per capita emissions levels by 2020 and 10% below 2005 per capita emissions levels by 2035.

**BE IT FURTHER RESOLVED**, that the Fresno Council of Governments adopts the 2018 RTP/SCS (specifically, Scenario D), the 2019 FTIP, and the corresponding Conformity Analysis.

**BE IT FURTHER RESOLVED**, that the documents and materials that constitute the record of proceedings on which this Resolution is based are based are located at Fresno COG, 2035 Tulare Street, Suite 201, Fresno, CA 93721. The Custodian of Record is Tony Boren, Executive Director.

**BE IT FURTHER RESOLVED**, that Fresno COG staff is directed to file a CEQA Notice of Determination with the California State Clearinghouse and with the Fresno County Clerk within five (5) working days of the adoption of this Resolution.

THE FOREGOING RESOLUTION was passed and adopted by the Fresno Council of Governments this 26th day of July 2018.

AYES:

NOES:

ABSENT:

_____
Amarpreet Dhaliwal
Chair

I hereby certify that the foregoing is a true copy of a resolution of the Fresno Council of Governments duly adopted at a regular meeting thereof held on the 26th day of July, 2018.

Signed: _____
Tony Boren
Executive Director

# APPENDIX F

## RESPONSE TO PUBLIC COMMENTS

No public comments were received on the DRAFT Transportation Conformity Analysis for the 2019 Federal Transportation Improvement Program and the 2018 Regional Transportation Plan.