CONFORMITY ANALYSIS
FOR THE 2023 FEDERAL TRANSPORTATION IMPROVEMENT AND THE 2022 REGIONAL TRANSPORTATION PLAN

JULY 28, 2022

FRESNO COUNCIL OF GOVERNMENTS
2035 TULARE STREET, SUITE 201
FRESNO, CA, 93721

www.fresnocog.org

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EXECUTIVE SUMMARY

This report presents the Draft Conformity Analysis for the 2023 Federal Transportation Improvement Program (2023 FTIP) and the 2022 Regional Transportation Plan (2022 RTP). Fresno Council of Governments is the designated Metropolitan Planning Organization (MPO) in Fresno County, California, and is responsible for regional transportation planning.

The 2018 PM2.5 Plan addressing 1997, 2006 and 2012 PM2.5 standards was adopted by the San Joaquin Valley Air District on November 15, 2018, and California Air Resources Board on January 24, 2019, and subsequently submitted for EPA review. EPA issued final approval on 2018 PM2.5 SIP elements that pertain to 2006 24-hour PM2.5 standard serious area nonattainment on July 22, 2020. On November 26, 2021, EPA published final approval of the moderate area SIP budgets for the 2012 PM2.5 standard contained in the 2016 Moderate Area PM2.5 Plan and portions of the 2018 PM2.5 plan that pertain to the moderate requirements for the 2012 PM2.5 standard (effective December 27, 2021). Also on November 26, 2021, EPA partially disapproved the original SIP submittal dealing with 1997 annual PM2.5 nonattainment. In response, CARB submitted a 2021 SIP revision to the 2018 PM2.5 Plan demonstrating attainment by 2023. Then on January 28, 2022, EPA approved 2018 PM2.5 Plan portion dealing with the 1997 24-hour PM2.5 standard and determined that the SJV attained the standard by the December 31, 2020, deadline (effective February 28, 2022). On February 10, 2022, EPA found the 1997 annual PM2.5 budgets for attainment year 2023 adequate (effective February 25, 2022). Therefore, this conformity analysis incorporates new 2018 PM2.5 SIP budgets for the 2006 24-hour and 1997 annual and 24-hour PM2.5 standards.

The remaining components of the 2018 PM2.5 Plan addressing the 2012 PM2.5 serious nonattainment area requirements are currently undergoing EPA review. Should EPA act on these additional SIP elements, this conformity analysis includes an “upcoming budget test” to address conformity to the budgets anticipated to be available by end of this year.

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 2023 FTIP and the 2022 RTP; a finding of conformity is therefore supported. The 2023 FTIP, the 2022 RTP, and the corresponding Conformity Analysis were approved by Fresno Council of Governments Policy Board on July 28, 2022. Federal approval is anticipated on or before December 31, 2022. FHWA/FTA last issued a finding of conformity for the 2021 FTIP and the 2018 RTP, as amended if applicable, on August 13, 2021.

The 2023 FTIP and the 2022 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 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, future conformity analyses for the TIP and RTP no longer include 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 2022, 2023, 2024, 2025, 2026, 2029, 2031, 2037 and 2046 for each applicable pollutant. All analyses were conducted using the latest planning assumptions and emissions models. The major conclusions of the Conformity Analysis for the 2023 FTIP and 2022 RTP are:

- For 2008 and 2015 8-hour ozone, the total regional on-road vehicle-related emissions (ROG and NOx) associated with implementation of the 2023 FTIP and the 2022 RTP all years tested are projected to be less than the approved emissions budgets specified in the *2018 Updates to the California State Implementation Plan for the San Joaquin Valley* (2018 SIP Update). 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 2023 FTIP and the 2022 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 24-hour PM2.5 standard, the total regional on-road vehicle-related emissions associated with implementation of the 2023 FTIP and the 2022 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 *2018 Plan for the 1997, 2006, and 2012 PM2.5 Standards (2018 PM2.5*

Plan) for the 1997 PM2.5 24-hour serious area requirements (2020 attainment year). The conformity tests for the 1997 24-hour PM2.5 standard are therefore satisfied.

- For the 1997 annual PM2.5 standard, the total regional on-road vehicle-related emissions associated with implementation of the 2023 FTIP and the 2022 RTP for the analysis years are projected to be less than the adequate emission budgets from the 2021 revision to the *2018 Plan for the 1997, 2006, and 2012 PM2.5 Standards (2018 PM2.5 Plan)* for the 1997 annual PM2.5 serious area requirements (2023 attainment year). The conformity tests for the 1997 annual PM2.5 standard are therefore satisfied.
- For the 2006 24-hour PM2.5 standard, the total regional on-road vehicle-related emissions associated with implementation of the 2023 FTIP and the 2022 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 *2018 Plan for the 1997, 2006, and 2012 PM2.5 Standards (2018 PM2.5 Plan)*. The conformity tests for the 2006 PM2.5 standard are therefore satisfied.
- For the 2012 annual PM2.5 standard, the total regional on-road vehicle-related emissions associated with implementation of the 2023 FTIP and the 2022 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 *2018 Plan for the 1997, 2006, and 2012 PM2.5 Standards (2018 PM2.5 Plan)* for 2012 PM2.5 moderate area requirements. In addition, this conformity analysis includes an "upcoming budget test" demonstrating conformity to the serious (2025) budgets contained in the 2018 PM2.5 Plan. The conformity tests for the 2012 PM2.5 standard are therefore satisfied.

The 2023 FTIP and the 2022 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 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 2023 FTIP, the 2022 RTP and the corresponding Conformity Analysis on May 26, 2022. 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 Analysis for and the 2023 FTIP and 2022 RTP was 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 2022/23 – 2025/26) programming document for the preservation, expansion, and management of the transportation system. The 2022 RTP has a 2046 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 define conformity more explicitly 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 NAAQS. 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. 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. However, according to *Transportation Conformity Guidance for the South Coast II Court Decision*, nonattainment areas with existing 2008 ozone conformity budgets are not required to address the 1997 ozone standards for conformity purposes.

On December 6, 2018, EPA published the *Implementation of the 2015 National Ambient Air Quality Standards for Ozone: Nonattainment Area State Implementation Plan Requirements* final rule, effective February 4, 2019 (EPA, 2018). The rule clarified that nonattainment areas must continue to demonstrate conformity to the 2008 ozone standards.

On August 24, 2016, EPA published 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. The Transportation Conformity Guidance for 2015 Ozone NAAQS Nonattainment Areas released in June 2018 incorporates the 2012 Multi-Jurisdictional Guidance by reference.

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 if 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).

   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. EPA has approved EMFAC2017 for conformity use on August 15, 2019, and the final rule started the two-year grace period to transition to the new emissions model for use in conformity demonstrations. Therefore, EMFAC2014 continued to be used in this conformity analysis as documented in Chapter 3. EPA issued a federal register notice on December 14, 2015, formally approving EMFAC2014 for use in conformity determinations. On November 20, 2019, California Air Resources Board (CARB) released "EMFAC Off-Model Adjustment Factors to Account for the SAFE Vehicles Rule Part One" for use in regional conformity analyses. On March 12, 2020, EPA concurred on the use of CARB's EMFAC off-model adjustment factors in conformity demonstrations. On April 30, EPA and NHTSA published SAFE Vehicles Rule for Model Years 2021-2026 Passenger Cars and Light Trucks (Final SAFE Rule) rolling back federal fuel economy standards. On June 26, 2020, CARB issued a public notice stating that EMFAC adjustments released in November continue to be suitable for conformity purposes. On March 14, EPA issued a final decision rescinding its 2019 waiver withdrawal, therefore EMFAC adjustments will no longer be required for regional conformity analyses. Therefore, the Conformity Analysis for the 2023 FTIP and 2022 RTP does not include SAFE Rule adjustments.

3) *Timely Implementation of TCMs* — Section 93.113 provides a detailed description of the steps necessary to demonstrate that the 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. The conformity analysis is 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 minimum 30-day comment period (55-day for the RTP) 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 Analysis for the 2023 FTIP and 2022 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, 2008 and 2015 standards), 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, future conformity analyses no longer include a CO conformity demonstration.

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

- 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). In response to recent court decisions regarding the baseline RFP year, ARB adopted the revised 2008 ozone conformity budgets as part of the *2018 Updates to the California State Implementation Plan* (2018 SIP Update) on October 25, 2018. EPA approved the 2016 Ozone Plan and the budgets on March 25, 2019.

- The 2007 PM-10 Maintenance Plan (as revised in 2015) was approved by EPA on July 8, 2016 (effective September 30, 2016).
- The 2016 PM2.5 Plan and portions of the 2018 PM2.5 Plan (2012 Standard, moderate) was approved by EPA on November 26, 2021 (effective December 27, 2021).

  The 2018 PM2.5 Plan was partially approved by EPA on July 22, 2020 (effective as of publication) inclusive of the revised conformity budgets and trading mechanism for the 2006 24-hr PM2.5 standard. Then on November 26, 2021, EPA partially disapproved the original SIP submittal dealing with 1997 annual PM2.5 nonattainment. In response, CARB submitted a 2021 revision to the 2018 PM2.5 Plan demonstrating attainment by 2023. On December 29, 2021, EPA proposed approval of the SIP elements and conformity budgets that pertain to the 2012 annual PM2.5 serious area requirements (final action expected by

end of the year). Then on January 28, 2022, EPA approved 2018 PM2.5 Plan portion dealing with the 1997 24-hour PM2.5 standard and determined that the SJV attained the standard by the December 31, 2020, deadline (effective February 28, 2022). On February 10, 2022, EPA found the 1997 annual PM2.5 budgets for attainment year 2023 adequate, effective February 25, 2022. It is expected that EPA will act on the remaining SIP elements related to annual 1997 PM2.5 nonattainment by end of the year including the trading mechanism

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. 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. However, according to the *Transportation Conformity Guidance for the South Coast II Court Decision*, nonattainment areas with existing 2008 ozone conformity budgets are not required to address the 1997 ozone standards for conformity purposes.

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 June 4, 2018, EPA published final designations classifying the San Joaquin Valley as "extreme" nonattainment for 2015 ozone with an attainment deadline of 2038, effective August 3, 2018. Transportation conformity applies one year after the effective date or August 3, 2019. It is important to note that the 2015 ozone standard nonattainment area boundary for the San Joaquin Valley is exactly the same as the nonattainment area boundary for the 2008 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 (2008 AND 2015 STANDARDS)

The San Joaquin Valley currently violates both the 2008 and 2015 ozone standards; thus, the conformity determination includes all corresponding analyses (see discussion under Air Quality Designations Applicable to the San Joaquin Valley above). Under the existing conformity regulations, 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'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. Current federal guidance does not require 2008 ozone nonattainment areas to address the 1997 ozone standard for conformity purposes.

On March 25, 2019, EPA published a final rule approving the 2008 ozone conformity budgets and the *2018 Updates to the California State Implementation Plan.* The EPA final rule 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.

In accordance with Section 93.109(c)(2) of the conformity rule and the 2015 Ozone Transportation Conformity Guidance, if a 2015 ozone nonattainment area has adequate or approved SIP budgets that address the 2008 ozone standard, it must use the budget test until new 2015 ozone standard budgets are found adequate or approved. It is important to note that the boundaries for the 2015 ozone standard and 2008 ozone standard are identical. In addition, the 2015 Ozone Implementation Rule did not revoke 2008 standard requirements. Consequently, for this conformity analysis, the

SJV MPOs will conduct demonstrations for both 2008 and 2015 ozone standards using subarea emissions budgets as established in the *2018 Updates to the California State Implementation Plan.*

The conformity budgets from Table 1 of the March 25, 2019, Federal Register are provided in Table 1-1 below. These budgets will be used to compare to emissions resulting from the 2023 FTIP and the 2022 RTP.

Table 1-1:
On-Road Motor Vehicle 2008 and 2015 Ozone Standard Emissions Budgets
(Summer tons/day)

	2020		2023		2026		2029		2031	
County	**ROG**	**NOx**	**ROG**	**NOx**	**ROG**	**NOx**	**ROG**	**NOx**	**ROG**	**NOx**
Fresno	6.7	23.9	5.5	14.1	4.9	13.2	4.5	12.4	4.2	12.1
Kern (SJV)	5.4	20.9	4.5	14.5	4.2	14.4	4.0	14.3	3.9	14.3
Kings	1.2	4.5	1.0	2.7	0.9	2.6	0.8	2.6	0.8	2.6
Madera	1.5	4.3	1.1	2.7	1.0	2.5	0.9	2.4	0.8	2.3
Merced	2.2	8.8	1.7	6.0	1.5	5.9	1.3	5.6	1.2	5.4
San Joaquin	4.7	11.2	3.9	7.4	3.5	7.0	3.1	6.6	2.8	6.3
Stanislaus	3.1	8.8	2.6	5.6	2.2	4.9	2.0	4.5	1.8	4.3
Tulare	3.0	7.6	2.4	4.6	2.1	4.0	1.8	3.7	1.7	3.5

[(a)] Note that 2008 ozone budgets were established by rounding up each county's emissions totals to the nearest tenth of a ton.

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 1-2:
On-Road Motor Vehicle PM-10 Emissions Budgets
(Tons per average annual day)

County	2020[b]	
	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 2016 PM2.5 Plan addressing moderate area requirements for the 2012 PM2.5 standard was adopted by the San Joaquin Valley Air District on September 15, 2016. The 2018 PM2.5 Plan addressing 1997, 2006 and 2012 PM2.5 standards was adopted by the San Joaquin Valley Air District on November 15, 2018, and California Air Resources Board on January 24, 2019, and subsequently submitted for EPA review together with the 2016 Moderate PM2.5 Plan and reclassification to serious request. On July 22, 2020, EPA published final rule approving SIP elements that pertain to 2006 24-hour PM2.5 standard serious area nonattainment (effective as of publication). On December 29, 2021, EPA proposed approval of the SIP elements and conformity budgets that pertain to the 2012 annual PM2.5 standards (final action expected by the end of the year). Then on January 28, 2022, EPA approved 2018 PM2.5 Plan portion dealing with the 1997 24-hour PM2.5 standard and determined that the SJV attained the standard by the December 31, 2020, deadline (effective February 28, 2022).

While EPA partially disapproved the original SIP submittal dealing with 1997 annual PM2.5 nonattainment on November 26, 2021, CARB has submitted the 2021 revision to the 2018 PM2.5 Plan in the same month demonstrating attainment by 2023. On February 10, 2022, EPA found the

1997 annual PM2.5 budgets adequate, effective February 25, 2022. It is expected that EPA will act on the remaining SIP elements related to the annual 1997 PM2.5 standards, including the trading mechanism, by the end of the year. Therefore, this analysis includes conformity tests to all new budgets contained in the 2018 PM2.5 Plan and it's 2021 revision. Given that EPA may act on the remaining components of the 2018 PM2.5 Plan prior to federal approval of the 2022 RTP and 2023 FTIP conformity analysis, the new transportation conformity budgets addressing the 2012 serious PM2.5 standards are also included in this conformity analysis ("upcoming budget test").

1997 (24-hour and annual) Standards

The 2018 PM2.5 Plan 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 applicable conformity budgets are provided in Table 1-3 for the 1997 annual and 24-hour PM2.5 standards and will be used to compare emissions resulting from the 2023 FTIP and the 2022 RTP.

Table 1-3:
On-Road Motor Vehicle 1997 (24-hour and annual) PM2.5 Standard Emissions Budgets
(Tons per average annual day)

	2020		2023	
County	**PM2.5**	**NOx**	**PM2.5**	**NOx**
Fresno	0.9	25.3	0.8	15.1
Kern (SJV)	0.8	23.3	0.7	13.3
Kings	0.2	4.8	0.2	2.8
Madera	0.2	4.2	0.2	2.5
Merced	0.3	8.9	0.3	5.3
San Joaquin	0.6	11.9	0.6	7.6
Stanislaus	0.4	9.6	0.4	6.1
Tulare	0.4	8.5	0.4	5.2

The 2018 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 PM2.5 using a 6.5 to 1 ratio on an annual basis and a 2 to 1 ratio on a 24-hr basis. The trading mechanism allows the agencies responsible for demonstrating transportation conformity in the San Joaquin Valley to supplement the applicable budget for PM2.5 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 2018 PM2.5 SIP. To ensure that the trading mechanism does not impact the ability to meet the NOx budget, the NOx emission reductions available to supplement the PM2.5 budget shall only be those remaining after the NOx budget has been met. The trading mechanism for the 24-hour annual PM2.5 was approved by EPA on January 28, 2022. Final action on the trading mechanism for the 1997 annual PM2.5 standard is expected by end of the year.

2012 Annual PM2.5 Standard (Moderate)

On November 26, 2021, EPA published final approval of the moderate area SIP budgets for the 2012 PM2.5 standard contained in the 2016 Moderate Area PM2.5 Plan and portions of the 2018 PM2.5 plan that pertain to the moderate requirements for the 2012 PM2.5 standard. The approval also included reclassification to serious. On December 29, 2021, EPA proposed approval of the SIP elements and conformity budgets that pertain to the 2012 annual PM2.5 serious area requirements (final action expected by end of the year). Until the new 2012 serious area PM2.5 standard budgets are found adequate or approved, the SJV will conduct conformity determination for the 2012 annual PM2.5 standard using budgets established in the 2018 PM2.5 Plan for moderate nonattainment. The conformity budgets from the November 26, 2021, Federal Register are provided in Table 1-4 will be used to compare emissions resulting from 2023 FTIP and 2022 RTP.

Table 1-4:
On-Road Motor Vehicle 2012 (annual) PM2.5 Standard Emissions Budgets (Moderate)
(Tons per average annual day)

	2022	
County	**PM2.5**	**NOx**
Fresno	0.9	21.2
Kern (SJV)	0.8	19.4
Kings	0.2	4.1
Madera	0.2	3.5
Merced	0.3	7.6
San Joaquin	0.6	10.0
Stanislaus	0.4	8.1
Tulare	0.4	6.9

The 2018 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 PM2.5 using a 6.5 to 1 ratio on an annual basis. The trading mechanism allows the agencies responsible for demonstrating transportation conformity in the San Joaquin Valley to supplement the applicable budget for PM2.5 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 2018 PM2.5 SIP.

2006 24-Hour PM2.5 Standard

The 2018 PM2.5 Plan addressing 1997, 2006 and 2012 PM2.5 standards was adopted by the San Joaquin Valley Air District on November 15, 2018 and California Air Resources Board on January 24, 2019. On March 27, EPA published a proposed rule approving portions of the 2018 PM2.5 Plan, including the 2006 PM2.5 conformity budgets and trading mechanism. Final rule on sections that pertain to 2006 24-hour PM2.5 standard serious area nonattainment was published on July 22, 2020. Therefore, the conformity analysis for the 2021 FTIP and 2018 RTP incorporates new

transportation conformity budgets and the new attainment year of 2024 for 2006 24-hour PM2.5 standards.

The 2018 PM2.5 Plan for the 2006 PM2.5 standard 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 March 27, 2020, Federal Register, Table 14 are provided in Table 1-5 below and will be used to compare emissions resulting from the 2023 FTIP and the 2022 RTP.

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

	2020		2023		2024	
County	**PM2.5**	**NOx**	**PM2.5**	**NOx**	**PM2.5**	**NOx**
Fresno	0.9	25.9	0.8	15.5	0.8	15.0
Kern (SJV)	0.8	23.8	0.7	13.6	0.7	13.4
Kings	0.2	4.9	0.2	2.9	0.2	2.8
Madera	0.2	4.4	0.2	2.6	0.2	2.5
Merced	0.3	9.1	0.3	5.5	0.3	5.3
San Joaquin	0.6	12.3	0.6	7.9	0.6	7.6
Stanislaus	0.4	9.8	0.4	6.2	0.4	6.0
Tulare	0.4	8.7	0.4	5.3	0.4	5.1

The 2018 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 a 2 to 1 ratio on a 24-hour, wintertime basis. The trading mechanism allows the agencies responsible for demonstrating transportation conformity in the San Joaquin Valley to supplement the applicable budget for PM2.5 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.

"Upcoming Budget Test" for the 2012 Annual PM2.5 Standards (Serious)

The 2018 PM2.5 Plan 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 budgets for serious 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. On December 29, 2021, EPA proposed approval of the SIP elements and conformity budgets that pertain to the 2012 annual PM2.5 standards, serious area requirements (final action expected by end of the year). The 2018 PM2.5 SIP conformity budgets

from December 29, 2021, Federal Register are provided in Table 1-6 below to address serious nonattainment requirements. These budgets will be used to compare emissions resulting from the 2023 FTIP and the 2022 RTP. Should EPA act on these budgets prior to federal approval of this conformity analysis, the budgets below will apply.

Table 1-6:
On-Road Motor Vehicle 2012 (annual) PM2.5 Standard Emissions Budgets (Serious)
(Tons per average annual day)

	2022		2025	
County	**PM2.5**	**NOx**	**PM2.5**	**NOx**
Fresno	0.9	21.2	0.8	14.3
Kern (SJV)	0.8	19.4	0.8	12.8
Kings	0.2	4.1	0.2	2.7
Madera	0.2	3.5	0.2	2.3
Merced	0.3	7.6	0.3	5.0
San Joaquin	0.6	10.0	0.6	6.9
Stanislaus	0.4	8.1	0.4	5.6
Tulare	0.4	6.9	0.4	4.7

The 2018 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 PM2.5 using a 6.5 to 1 ratio on an annual basis. The trading mechanism allows the agencies responsible for demonstrating transportation conformity in the San Joaquin Valley to supplement the applicable budget for PM2.5 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 2018 PM2.5 SIP. To ensure that the trading mechanism does not impact the ability to meet the NOx budget, the NOx emission reductions available to supplement the PM2.5 budget shall only be those remaining after the NOx budget has been met.

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 1-7 below provides a summary of conformity analysis years that apply to this conformity analysis.

Table 1-7:
San Joaquin Valley Conformity Analysis Years

Pollutant	Budget Years[1]	Attainment/ Maintenance Year	Intermediate Years	RTP Horizon Year
2008 and 2015 Ozone	2020/2023/2026/2029	2031/2037[2]	NA	2046
PM-10	NA	2020	2022/2029/2037	2046
1997 24-hour PM2.5	NA	2020	2023/2029/2037	2046
1997 Annual PM2.5	NA	2023	2029/2037	2046
2012 Annual PM2.5 (moderate)	NA	2022	2025/2029/2037	2046
2006 24-hour PM2.5	2020/2023	2024	2031/2037	2046
Upcoming 2012 Annual PM2.5 (serious)	2022	2025	2029/2037	2046

[1]Budget years that are not in the time frame of the transportation plan/conformity analysis are not included as analysis years (e.g., 2020), although they may be used to demonstrate conformity. Some of the early RFP year budgets were not acted on by EPA since they were not applicable.
[2]2031 is the attainment year for the 2008 ozone standard. 2037 is the attainment year for the 2015 ozone standard.

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 (i.e., 2031).

For the 2015 ozone standard, the San Joaquin Valley has been classified as an extreme nonattainment area with an attainment date of August 3, 2038. In accordance with the December 2018 final rule, *Implementation of the 2015 National Ambient Air Quality Standards for Ozone: Nonattainment Area State Implementation Plan Requirements*, the attainment year of 2037 must be modeled. When using the budget test, the attainment year of the 2015 ozone standard must be analyzed (i.e., 2037).

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. The 2018 PM2.5 SIP addresses attainment of the 1997 24-hour PM2.5 standard (serious) by 2020 and was approved by EPA on January 28, 2022 (effective February 28, 2022). The attainment year is not in the timeframe of this conformity analysis. On February 10, 2022, EPA found the serious area 1997 annual PM2.5 budgets for attainment year 2023 adequate (effective February 25, 2022). Therefore, attainment year 2023 must be modeled.
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, effective September 30, 2016, inclusive of new conformity budgets and trading mechanism for the 2006 24-hour PM2.5 standard with a requirement to attain the standard as expeditiously as practicable and no later than December 31, 2019. In 2019, CARB submitted an attainment deadline extension request as part of the 2018 PM2.5 Plan. Final rule on 2018 PM2.5 SIP sections that pertain to 2006 24-hour PM2.5 standard Serious area nonattainment was released on July 22, 2020. The attainment year of 2024 must be modeled.

On January 15, 2015, EPA classified the San Joaquin Valley as Moderate nonattainment for the 2012 PM2.5 Standards. On November 26, 2021, EPA issued final rue approving of the Moderate Area 2016 PM2.5 Plan, portions of the 2018 PM2.5 SIP pertaining to moderate nonattainment of the 2012 PM2.5 standards, and the reclassification request to serious nonattainment. The San Joaquin Valley 2018 PM2.5 Plan includes serious area budgets for the 2012 PM2.5 standards with an attainment deadline of 2025; therefore, the attainment year 2025 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 emissions modeling began in July 2021.

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 Activity-based transportation model. The model was validated in 2018 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: Population is based on the 2014 California Department of Finance data. Projections: Population based on Applied Development Economics, 2020.	These data were disaggregated to the Micro Analysis Zone (MAZ) and Traffic Analysis Zone (TAZ) levels and used in the PopulationSim/DaySim/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: Employment data is based on 2014 State of California Employment Development Department data. Projections: Employment based on Applied Development Economics, 2020.	These data were disaggregated to the MAZ and TAZ levels and used in the PopulationSim/DaySim/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 2015through 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 Activity Based Model (ABM) validation.

Assumption	Year and Source of Data (MPO action)	Modeling	Next Scheduled Update
Vehicle Miles of Travel	The base year 2014 VMT of the ABM is validated to within 3.7% of HPMS. Fresno COG is continuing its efforts to improve the model validation.	PopulationSim/DaySim/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.
Speeds	The ABM validation was based on the comprehensive speed study in 2005. Speed distributions were updated in EMFAC2014, using methodology approved by ARB and with information from the transportation model.	The DaySim/Cube transportation model includes a feedback loop that assures congested speeds are consistent with travel speeds used throughout the traffic modeling process. 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 conformity analysis were from updates to the Fresno County 2050 Growth Projections prepared by Applied Development Economics (ADE), May 2017. Fresno COG has commissioned ADE to update these forecasts with new information, especially with regards to the economic impacts of the COVID-19 pandemic. This update process employs a similar methodology to the 2017 report, and is consistent with forecasts from several independent sources, including the Department of Finance's most recent population projections. 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 growth forecast updates, countywide population will grow to an estimated 1,396,100 persons by the year 2046. More details can be found in the final report.

Fresno County Population, Housing and Employment Estimates and Forecasts

Horizon Year	Total Population	Employment	Households
2022	1,077,000	407,410	336,090
2023	1,092,100	412,010	340,050
2024	1,107,300	416,800	344,060
2025	1,122,840	422,000	348,120
2026	1,136,300	426,100	351,020
2029	1,177,700	437,500	359,860
2031	1,205,000	445,000	365,310
2037	1,284,200	466,800	380,690
2046	1,396,100	494,400	409,030

EMPLOYMENT FORECAST

Employment was forecast by ADE using forecast data from the State of California Employment Development Department, Wood and Poole, and Caltrans. These forecasts are also being adjusted, and preliminary results have been included in these conformity analyses. 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 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 developed a new activity-based model (ABM) in 2018 with a base year of 2014. The Fresno COG regional traffic model 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 2,000 traffic analysis zones (TAZ) and 23,500 micro analysis zones (MAZ). 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
- Mid-Day seven hours
- AM peak hour
- PM peak hour

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 developed the new ABM in 2018 with a base year of 2014. 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 three 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 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 2022 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 boarding's, the assigned transit trips in each direction must be added together and then divided by two. The transit vehicles 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 each 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 21,745,004 VMT, which is 3.7% lower 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 2022 RTP and 2023 FTIP. 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
2022	1,077,000	407,410	23,604,474	6,729
2023	1,092,100	412,010	23,929,916	N/A
2024	1,107,300	416,800	24,115,270	N/A
2025	1,122,840	422,000	23,843,517	N/A
2026	1,136,300	426,100	24,015,880	N/A
2029	1,177,700	437,500	24,471,358	6,930
2031	1,205,000	445,000	24,731,499	N/A
2037	1,284,200	466,800	28,070,749	7,250
2046	1,396,100	494,400	28,645,877	7,316

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). Vehicle registrations, age distribution and fleet mix are developed and included in the model by CARB and cannot be updated by the user. While EPA issued final approval for EMFAC2017 use in conformity demonstrations on August 15, 2019, the Conformity Analysis for the 2023 FTIP and the 2022 RTP relies on EMFAC2014 since the analysis began in July 2021, in line with the grace period established in the Final Rule. 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

No committed control measures are included in the 2016 Ozone Plan.

PM-10

Committed control measures in the EPA approved 2007 PM-10 Maintenance Plan 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 PM-10 Maintenance Plan Measures Assumed in the Conformity Analysis

Measure Description	Pollutants
ARB existing Reflash, Idling, and Moyer	PM-10 annual exhaust NOx annual exhaust
District Rule 8061: Paved and Unpaved Roads	PM-10 paved road dust 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

No committed control measures are included in the 2016 PM2.5 Plan and the 2018 PM2.5 Plan.

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 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). In response to recent court decisions regarding the baseline RFP year, ARB adopted the revised 2008 ozone conformity budgets as part of the 2018 Updates to the California State Implementation Plan Update on October 25, 2018. EPA approved the budgets and the plan on March 25, 2019.

- The 2007 PM-10 Maintenance Plan (as revised in 2015) was approved by EPA on July 8, 2016 (effective September 30, 2016).
- The 2016 PM2.5 Plan and portions of the 2018 PM2.5 Plan (2012 Standard, moderate) was approved by EPA on November 26, 2021 (effective December 27, 2021).

- The 2018 PM2.5 Plan was partially approved by EPA on July 22, 2020 (effective as of publication) inclusive of the revised conformity budgets and trading mechanism for the 2006 24-hr PM2.5 standard. Then on November 26, 2021, EPA partially disapproved the original SIP submittal dealing with 1997 annual PM2.5 nonattainment. In response, CARB submitted a 2021 revision to the 2018 PM2.5 Plan demonstrating attainment by 2023. On December 29, 2021, EPA proposed approval of the SIP elements and conformity budgets that pertain to the 2012 annual PM2.5 serious area requirements (final action expected by end of the year. Then on January 28, 2022, EPA approved 2018 PM2.5 Plan portion dealing with the 1997 24-hour PM2.5 standard and determined that the SJV attained the standard by the December 31, 2020, deadline (effective February 28, 2022). On February 10, 2022, EPA found the 1997 annual PM2.5 budgets for attainment year 2023 adequate, effective February 25, 2022. It is expected that EPA will act on the remaining SIP elements related to annual 1997 PM2.5 nonattainment by end of the year, including the 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 was required for conformity analysis on or after December 14, 2017.

On March 1, 2018, ARB released an update to the EMFAC model – EMFAC2017v1.0.2. The model was submitted for EPA review in the fall of 2018 and EPA published final approval of EMFAC for conformity use on August 15, 2019. The announcement set a grace period of 2 years before EMFAC2017 is required for use in new regional emissions analyses. The conformity analysis for the 2023 FTIP and the 2022 RTP began in July 2021, before the EMFAC2017 grace period expired; therefore, this analysis relies on EMFAC2014 for all conformity tests.

On January 15, 2021, ARB released the latest update to the EMFAC model – EMFAC2021v1.0.0. EPA has not yet approved EMFAC2021 for regional conformity use.

On September 27, 2019, the United States Environmental Protection Agency (EPA) and the National Highway Traffic Safety Administration (NHTSA) published the "Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule Part One: One National Program" (effective November 26, 2019). The Part One Rule revoked California's authority to set its own greenhouse gas emissions standards, which were incorporated in EMFAC2014 emissions model. On November 20, 2019, California Air Resources Board (CARB) released "EMFAC Off-Model Adjustment Factors to Account for the SAFE Vehicles Rule Part One" for use in regional conformity analyses. On March 12, 2020, EPA concurred on the use of CARB's EMFAC off-model adjustment factors in conformity demonstrations. On April 30, EPA and NHTSA published SAFE Vehicles Rule for Model Years 2021-2026 Passenger Cars and Light Trucks (Final SAFE Rule) rolling back federal fuel economy standards. On June 26, 2020, CARB issued a public notice stating that EMFAC adjustments released in November continue to be suitable for conformity purposes. On March 14, EPA issued a final decision rescinding its 2019 waiver withdrawal, therefore EMFAC adjustments are no longer required for regional conformity analyses. Therefore, the Conformity Analysis for the 2023 FTIP and 2022 RTP does not include SAFE Rule adjustments.

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 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 as appropriate.

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.

Most SJV MPOs use network-based travel models while Fresno Council of Governments utilizes an activity-based travel demand model (ABM) to meet existing and evolving transportation planning needs. The new model system is capable of addressing policies such as compact and mixed-use development, active transportation, transit, and pricing. The model is credible for forecasting demand for highway alternatives such as new river crossings and corridor improvements, and appropriately sensitive to land-use changes such as new planned developments and provide useful information for traffic impact studies. 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 24-Hour and Annual Standards –The portions of the 2018 PM2.5 Plan dealing with the 1997 24-hour standard was approved by EPA on January 28, 2022 (effective February 28, 2022) and contain motor vehicle emission budgets for PM2.5 and NOx established based on average annual daily emissions. The 1997 annual PM2.5 transportation conformity budgets for annual average PM2.5 and NOx emissions were found adequate by EPA on February 19, 2022 (effective February 25, 2022). The annual inventory methodology contained in the 2018 PM2.5 Plan was 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 24-Hour Standard – On March 27, 2020, EPA proposed approval of portions of the 2018 PM2.5 Plan that pertain to the 2006 24-hour PM2.5 standard, including granting attainment deadline extension to 2024. This portion of the 2018 PM2.5 Plan was finalized on July 22, 2020, effective as of publication. The 2018 PM2.5 Plan contains motor vehicle emission budgets for PM2.5 and NOx established based on average winter daily emissions. The winter inventory methodology contained in the 2018 PM2.5 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.

2012 Annual Standard – On November 26, 2021, EPA issued final approval of the 2016 Moderate Area PM2.5 Plan and the portions of the 2018 PM2.5 plan that pertain to the moderate requirements for the 2012 PM2.5 standard. The approval also included reclassification to serious. On December 29, 2021, EPA proposed approval of the SIP elements and conformity budgets that pertain to the 2012 annual PM2.5 serious area requirements (final action expected by end of the year). Until the new 2012 serious area PM2.5 standard budgets are found adequate or approved, the SJV will conduct conformity determination for the 2012 annual PM2.5 standard using budgets established in the 2018 PM2.5 and 2018 PM2.5 Plan for moderate nonattainment. The 2018 PM2.5 Plan contains motor vehicle emission budgets for PM2.5 and NOx established based on average annual daily emissions. The annual inventory methodology contained in the 2018 PM2.5 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.

If EPA does not act on the serious area 2012 PM2.5 budgets, the moderate area annual PM2.5 budgets will continue to be used in this conformity analysis. However, if the new conformity budgets are approved or found adequate, the "upcoming budget test" addresses conformity to new conformity budgets.

1997 AND 2012 ANNUAL PM2.5 TRADING MECHANISM

The 2018 PM2.5 Plan budgets and trading mechanism will also be used in this conformity analysis for moderate and serious 2012 PM2.5 and serious 1997 PM2.5 standards, as needed. The 2016 PM2.5 Plan and 2018 PM2.5 Plan allows trading for 2012 PM2.5 from the motor vehicle emissions budget for the PM2.5 precursor NOx to the motor vehicle emissions budget for primary annual PM2.5 using a 6.5 to 1 ratio. No trading mechanism for 1997 annual PM2.5 is currently available, but final EPA action is expected by end of the year.

2006 and 1997 24-Hour PM2.5 TRADING MECHANISM

On July 22, 2020, EPA partially approved the 2018 PM2.5 SIP including the 2006 PM2.5 standard 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 a 2 to 1 ratio. Then on January 28, 2022, EPA approved 1997 24-hour PM2.5 SIP elements contained in the 2018 PM2.5 Plan, inclusive of the inter-pollutant trading mechanism with the same 2 to 1 ratio. This trading mechanism will be used for the 2006 and 1997 24-hour PM2.5 standard conformity analysis, as needed.

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 and were last updated in September 2020. EPA, FHWA, and ARB concurred.

Documentation of the Conformity Analysis for the 2023 FTIP and 2022 RTP is provided in Appendix C, including:

- 2022 RTP Conformity EMFAC Spreadsheet
- 2022 RTP Conformity Paved Road Spreadsheet
- 2022 RTP Conformity Unpaved Road Dust Spreadsheet
- 2022 RTP Conformity Construction Spreadsheet
- 2022 RTP Conformity Totals Spreadsheet
- 2022 RTP Conformity 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 2016 Ozone Plan does 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 2018 PM2.5 Plan does 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. On March 26, 2021, the Fresno Council of Governments submitted a request to substitute a traffic signal(s) project located in the City of Huron with a signal synchronization (ITS) project in the City of Clovis. The proposed substitution is consistent with federal and state requirements, including the federal planning requirements and the Transportation Conformity Rule. On August 19, 2021, EPA approved the TCM substitution. 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 2022 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 2022 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 2016. New PM-10 plans that have been reviewed include:

A. 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.

B. Juneau's Mendenhall Valley, AK PM-10 Limited Maintenance Plan submitted July 22, 2020 (EPA approval effective November 24, 2021). The maintenance 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.

C. Wallula, WA Second PM-10 Maintenance Plan submitted November 22, 2019 (EPA approval effective June 1, 2020). The plan relies on fugitive dust controls from livestock operations.

D. Eagle River, AK PM-10 Nonattainment Plan submitted on November 10, 2020 (EPA approval effective December 9, 2021) The plan control measures include paving gravel roads with recycle asphalt product.

E. Pinehurst, ID PM-10 Limited Maintenance Plan submitted September 29, 2017 (EPA approval effective October 11, 2018. The plan primarily relies on control strategies for residential wood smoke. No additional PM-10 dust measures are included.

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 2022 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 Council of Governments continues to actively include the reduction of PM2.5/10 emissions (typical projects above list #1 through #3) in the Congestion Mitigation and Air Quality (CMAQ) Improvement Program. PM2.5/10 is included in the "Project Category Goals". PM2.5/10 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" (10 points possible out of 100). PM2.5/10 projects also are given priority if they meet the criteria of being cost-effective (30 points out of 100) Information regarding Fresno Council of Governments CMAQ Program can be found at: http://www.fresnocog.org/.

Fresno Council of Governments 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 Council of Governments 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 March 17, 2022. 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 in May 2021. 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 2023 FTIP development, the threshold was reviewed. The review indicated that a threshold should be increased to $63/lb. No adverse comments were received

The Conformity Analysis for the 2023 FTIP and 2022 RTP was developed in consultation with Fresno Council of Governments local partner agencies, including member jurisdictions, Caltrans, and local transit agencies.

The 2023 FTIP, 2022 RTP, and corresponding conformity analysis and environmental document were released on April 15, 2022, for a 55-day public comment period, followed by adoption on July 28, 2022. Federal approval is anticipated on or before December 31, 2022.

Transportation planning is a collaborative process and includes visioning, forecasting population/employment, projecting future land use in conjunction with local jurisdictions, assessing needs, developing capital and operating strategies to move people and goods, and developing a financial plan. Consistent with SB 375 and Title 23 CFR Part 450.316, Fresno Council of Governments planning processes are designed to foster involvement by all interested parties, such as walking and bicycling representatives, transportation providers, appropriate federal, state, and local agencies, public health departments and advocates, housing advocates, community groups, environmental advocates, building industry representatives, broad-based business organizations, landowners, the Native American community, neighboring MPOs, and the general public through a proactive public participation process.

The 2017 Regional Transportation Plan Guidelines for MPOs states that "coordination is the cooperative development of plans, programs and schedules among agencies and entities with legal standing to achieve general consistency. Consultation means that one or more parties confer with other identified parties in accordance with the established process and, prior to taking action(s), considers the views of the other parties and periodically informs them about action(s) taken. It is very important for the development of the RTP to be conducted both in coordination and consultation with interested parties."

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 minimum 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.

Ozone:

For 2008 and 2015 8-hour ozone, the applicable conformity test is the emissions budget test, using the *2018 Updates to the California State Implementation Plan* budgets for the San Joaquin Valley established for ROG and NOx for an average summer (ozone) season day. EPA approved the plan and the budgets on March 25, 2019. 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 24-Hour PM2.5 Standards:

For 1997 24-hour PM2.5 Standards, the applicable conformity test is the emission budget test, using budgets established in the 2018 PM2.5 Plan. EPA approved 2018 PM2.5 Plan elements pertaining to the 1997 24-hour on January 28, 2022, inclusive of a trading mechanism. 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.

1997 Annual PM2.5 Standards:

For 1997 annual PM2.5 Standards, the applicable conformity test is the emission budget test, using budgets established in the 2016 PM2.5 Plan and the 2021 SIP revision to the 2018 PM2.5 Plan. EPA found the 1997 annual PM2.5 budgets adequate on February 10, 2022 (effective February 25, 2022). Final action on the trading mechanism is still pending at this time. 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:

On July 22, 2020, EPA approved portions of the 2018 PM2.5 Plan that pertain to the 2006 24-hour PM2.5 standard, including new transportation conformity budgets and trading mechanism. For the 2006 PM2.5 standard, the applicable conformity test is the emission budget test, using approved budgets established in the 2018 PM2.5 Plan. 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:

On November 26, 2021, EPA issued final approval of the 2016 Moderate Area PM2.5 Plan and portions of the 2018 PM2.5 plan that pertain to the moderate requirements for the 2012 PM2.5 standard. The approval also included reclassification to serious. On December 29, 2021, EPA proposed approval of the SIP elements and conformity budgets that pertain to the 2012 annual PM2.5 serious area requirements (final action expected by end of the year). Until the new 2012 serious area PM2.5 standard budgets are found adequate or approved, the SJV will conduct conformity determination for the 2012 annual PM2.5 standard using budgets established in the 2018 PM2.5 and 2018 PM2.5 Plan for moderate nonattainment.

For the 2012 PM2.5 standards, the applicable conformity test is the emissions budget test, using moderate area budgets. 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. However, if the serious 2018 PM2.5 Plan conformity budgets are approved or found adequate, the

"upcoming budget test" also demonstrates conformity to the new 2012 PM2.5 budgets. 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 2023 FTIP and the 2022 RTP is supported.

Table 6-1:
Conformity Results Summary

2022 RTP Conformity Analysis Results Summary -- Fresno

Standard	Analysis Year	Emissions Total		DID YOU PASS?	
		ROG (tons/day)	NOx (tons/day)	ROG	NOx
2008 and 2015 Ozone	2023 Budget	5.5	14.1		
	2023	4.9	12.6	YES	YES
	2026 Budget	4.9	13.2		
	2026	4.2	11.3	YES	YES
	2029 Budget	4.5	12.4		
	2029	3.8	10.5	YES	YES
	2031 Budget	4.2	12.1		
	2031	3.5	10.1	YES	YES
	2037	3.2	10.5	YES	YES
	2046	2.8	10.3	YES	YES

Standard	Analysis Year	Emissions Total		DID YOU PASS?	
		PM-10 (tons/day)	NOx (tons/day)	PM-10	NOx
PM-10	Adjusted 2020 Budget	7.5	24.7		
	2022	7.5	18.4	YES	YES
	Adjusted 2020 Budget	7.8	24.2		
	2029	7.8	10.8	YES	YES
	Adjusted 2020 Budget	8.5	23.2		
	2037	8.5	10.8	YES	YES
	Adjusted 2023 Budget	8.2	23.6		
	2046	8.2	10.6	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
2022	1.611	18.417	5.020		0.596		0.307		**7.5**	**18.4**
2029	1.599	10.819	5.177		0.596		0.428		**7.8**	**10.8**
2037	1.810	10.779	5.522		0.596		0.597		**8.5**	**10.8**
2046	1.837	10.562	5.630		0.596		0.110		**8.2**	**10.6**

Standard	Analysis Year	Emissions Total		DID YOU PASS?	
		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
1997 24-Hour PM2.5 Standard	2020 Budget	0.9	25.3		
	2023	0.7	13.1	YES	YES
	2020 Budget	0.9	25.3		
	2029	0.7	10.9	YES	YES
	2020 Budget	0.9	25.3		
	2037	0.8	10.8	YES	YES
	2020 Budget	0.9	25.3		
	2046	0.8	10.6	YES	YES

Standard	Analysis Year	Emissions Total		DID YOU PASS?	
		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
1997 Annual PM2.5 Standard	2023 Budget	0.8	15.1		
	2023	0.7	13.1	YES	YES
	2023 Budget	0.8	15.1		
	2029	0.7	10.9	YES	YES
	2023 Budget	0.8	15.1		
	2037	0.8	10.8	YES	YES
	2023 Budget	0.8	15.1		
	2046	0.8	10.6	YES	YES

Standard	Analysis Year	Emissions Total		DID YOU PASS?	
		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
2006 PM2.5 Winter 24-Hour Standard	2023 Budget	0.8	15.5		
	2023	0.7	13.4	YES	YES
	2024 Budget	0.8	15.0		
	2024	0.7	13.0	YES	YES
	2024 Budget	0.8	15.0		
	2031	0.7	10.7	YES	YES
	2024 Budget	0.8	15.0		
	2037	0.8	11.0	YES	YES
	2024 Budget	0.8	15.0		
	2046	0.8	10.8	YES	YES

Standard	Analysis Year	Emissions Total		DID YOU PASS?	
		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
2012 Annual PM2.5 Standard (Moderate)	2022 Budget	0.9	21.2		
	2022	0.7	18.5	YES	YES
	2022 Budget	0.9	21.2		
	2025	0.7	12.1	YES	YES
	2022 Budget	0.9	21.2		
	2029	0.7	10.9	YES	YES
	2022 Budget	0.9	21.2		
	2037	0.8	10.8	YES	YES
	2022 Budget	0.9	21.2		
	2046	0.8	10.6	YES	YES

UPCOMING BUDGET TEST

(Note: EPA Action is Pending as of This Analysis; The 2012 PM2.5 Moderate Budget Test Above Will be Used if EPA Doesn't Determine Adequacy or Approval of the New Serious Area Budgets before Federal Approval of the 2022 RTP Conformity Analysis)

Standard	Analysis Year	Emissions Total		DID YOU PASS?	
		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
2012 Annual PM2.5 Standard	2022 Budget	0.9	21.2		
	2022	0.7	18.5	YES	YES
	2025 Budget	0.8	14.3		
	2025	0.7	12.1	YES	YES
	2025 Budget	0.8	14.3		
	2029	0.7	10.9	YES	YES
	2025 Budget	0.8	14.3		
	2037	0.8	10.8	YES	YES
	2025 Budget	0.8	14.3		
	2046	0.8	10.6	YES	YES

REFERENCES

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EPA, 2010a. 40 CFR Part 93. *Transportation Conformity Rule PM2.5 and PM10 Amendments; Final Rule.* Federal Register, March 24, 2010, Vol. 75, No. 56, p. 14260.

EPA, 2010b. *Transportation Conformity Regulations EPA-420-B-10-006.* March.

EPA, 2012a. 40 CFR Part 93. *Transportation Conformity Rule Restructuring Amendments; Final Rule*. Federal Register, March 14, 2012, Vol. 77, No. 50, p. 14979.

EPA, 2012b. *Transportation Conformity Guidance for 2008 Ozone Nonattainment Areas*. U.S. Environmental Protection Agency. EPA-420-B-12-045. July 2012.

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EPA, 2015. *Implementation of the 2009 National Ambient Air Quality Standards for Ozone: State Implementation Plan Requirements*. Final Rule. U.S. Environmental Protection Agency. Vol. 80. No. 44. March 6, 2015.

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EPA, 2018(a). *Implementation of the 2015 National Ambient Air Quality Standards for Ozone: Nonattainment Area State Implementation Plan Requirements.* Final Rule. U.S. Environmental Protection Agency. Vol. 83, No. 234, December 6, 2018.

EPA, 2018(b). *Transportation Conformity Guidance for the South Coast II Court Decision*. EPA-420-B-12-050. November 2018.

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USDOT. 2001. *Use of Latest Planning Assumptions in Conformity Determinations*. Memorandum from U.S. Department of Transportation. January 18, 2001.

USDOT. 2001. Federal Highway Administration. Planning Assistance and Standards. 23 CFR 450. October 16.

APPENDIX A

CONFORMITY CHECKLIST

CONFORMITY ANALYSIS DOCUMENTATION

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 pages 9-10	
§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 page 11	
§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 pages 30-32	
§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 page 47 App. E E.S. page 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.	N/A	
§93.106	Document that horizon years are no more than 10 years apart ((a)(1)(i)). Document that the first horizon year is no more than 10 years from the based year used to validate the transportation demand planning model ((a)(1)(ii)). Document that the attainment year is a horizon year, if in the timeframe of the plan ((a)(1)(iii)). 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)). 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 pages 18 Table 1-7	
§93.108	Document that the TIP/RTP is fiscally constrained (23 CFR 450).	Appendix B	

40 CFR	Criteria	Page	Comments
§93.109 (a, b)	Document that the TIP/RTP complies with any applicable conformity requirements of air quality implementation plans (SIPs) and court orders.	Chapters 1-6 Pages 9-16. 23-30, 32-35, 36-38	
§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 pages 11-18 Ch. 6 pages 48-50	
§93.109(e)	CO or PM10: Document if the area has a limited maintenance plan and from where that information comes	Ch. 1 page's 12-13	
§93.109(f)	Document if motor vehicle emissions are an insignificant contributor and in what SIP that determination is found	N/A	
§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. 1, 2, pages 11-29	
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 pages 20-30	
§93.110 (c,d,e,f)	Document any changes in transit operating policies and assumed ridership levels since the previous conformity determination (c). Document the assumptions about transit service, use of the latest transit fares, and road and bridge tolls (d). Document the use of the latest information on the effectiveness of TCMs and other SIP measures that have been implemented (e). Document the key assumptions and show that they were agreed to through Interagency and public consultation (f).	Ch. 2 pages 27-29	
§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 page 31	
§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 pages 46-47	

40 CFR	Criteria	Page	Comments
§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.	App. D Ch. 4 pages 38-42	
§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. Document if there are subarea budgets established, and for which areas (93.124(c)). Document if there is a safety margin established, and what are the budgets with the safety margin included. (93.124(a)). 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)). If there is more than one MPO in the area, document whether separate budgets are established for each MPO (93.124(d)).	Ch. 1, Section D, pages 11-16	
§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 Pages 51-52	
§93.118 (b)	Document for which years consistency with motor vehicle emissions budgets must be shown.	Ch. 1 page's 12-18	
§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. 1 Pages 17-19 Ch. 6 Pages 51-52	
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)).	N/A	
§93.119[i] (a, b, c, d)	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	N/A	

40 CFR	Criteria	Page	Comments
	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.	N/A	
§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.	N/A	
§93.119 (g)	Document the use of the appropriate analysis years in the regional emissions analysis for areas without applicable SIP budgets.	N/A	
§93.119 (h, i)	Document how the baseline and action scenarios are defined for each analysis year.	N/A	
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 page 28 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). 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 pages 38-45	
§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). Document that assumptions for measures outside the transportation system (e.g., fuels measures) are the same for baseline and action scenarios (a)(5). Document that factors such as ambient temperature are consistent with those used in the SIP unless modified through interagency consultation (a)(6). Document the method(s) used to estimate VMT on off-network roadways in the analysis (a)(7).	NA	

40 CFR	Criteria	Page	Comments
§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 pages 24-25	
§93.122 (b)(1)(ii) [ii]	Document the land use, population, employment, and other network-based travel model assumptions.	Ch. 2 pages 21-25	
§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 pages 20-24	
§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 pages 22-26	
§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 pages 26-27	
§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 pages 27-28	
§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 page 26	
§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 page 27, 28	
§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 page 21-22	
§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 page 33	
§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:	N/A	

40 CFR	Criteria	Page	Comments
	(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	N/A	
	(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;	N/A	
	(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;	N/A	
	(g)(1)(iv): the previous regional emissions analysis meets 93.118 or 93.119 as applicable	N/A	
§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.	App. B Ch. 2 page 28 Ch 5 pages 46-47	

[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)								
Jurisdiction / Agency	TIP/RTP Project ID	CTIPs Project ID	Facility Name/Route	Type of Improvement	Project Limits	Estimated Cost	2022	2023	2024	2025	2026	2029	2031	2037	2046
Caltrans	FRE150055	10300000340	41	Near the city of Fresno, HWY 41 from the Kings County line to Elkhorn Avenue. Widen from 2-lane to 4-lane expressway.	Kings County Line to Elkhorn Avenue	$68,000,000						X	X	X	X
Kingsburg	FRE500593		10th St (Academy)	10th St (Academy)-Sierra to Stroud: 2 L to 4 L	Sierra to Stroud	$1,250,000							X	X	X
Mendota	FRE503708		2nd Street	Construct new section of 2nd Street from Naples St to Marie St. in order to provide	Naples St to Marie St	$1,500,000						X	X	X	X
Kingsburg	FRE500470		Academy Parkway	New 4 Lane Expressway	Mountain View to Simpson	$6,000,000				X	X	X	X	X	X
Clovis	FRE503865		Alexander Pkwy	Unconstructed to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	Behymer to McCall Couplet	$25,043,000									X
Fresno	FRE501739		Alicante	Unconstructed to 3 LU with bike lanes and sidewalks, curb & gutter	Via Fiore to Willow	$2,090,000						X	X	X	X
Clovis	FRE500453		Alluvial	Unconstructed to 4 LD, Sidewalk, Bike Lanes, Curb and Gutter, Street Lights, and Fiber Optics	Nees to Dewolf	$6,122,000			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	Armstrong to 1/4 E ast (McKelvy)	$2,115,000			X	X	X	X	X	X	X
Clovis	FRE500598		Alluvial	2 LU to 3 LU W/2 WLTL, and Fiber Optics	Fowler to Armstrong	$4,341,000					X	X	X	X	X
Clovis	FRE500599		Alluvial	Unconstructed to 4 LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, and Fiber Optics	Locan to Nees	$6,122,000			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	Temperance to Locan	$6,678,000			X	X	X	X	X	X	X
Clovis	FRE503868		Alluvial	Unconstructed to 2LU, w/ 2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter	Thomson to McCall Couplet	$3,339,000									X
Clovis	FRE503869		Alluvial	Unconstructed to 2LU, w/ 2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter	Alexander Pkwy to Indianola	$6,678,000									X
Clovis	FRE500912		Alluvial (Owens Mountain Pkwy)	2LD to 2LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, and Fiber Optics	Intersection DeWolf to 168	$1,558,000			X	X	X	X	X	X	X
Fresno	FRE500602		American	2 LU to 3 LU with bike lanes and sidewalks, curb and gutter	Orange to Maple	$3,310,000								X	X
Fresno	FRE501740		Annadale	New 3 LU with bike lanes, sidewalks, curb and gutter	West to Fruit	$1,310,000						X	X	X	X

Regionally Significant Project Listing

			Description				Conformity Analysis Year (project open to traffic)								
Jurisdiction / Agency	TIP/RTP Project ID	CTIPs Project ID	Facility Name/Route	Type of Improvement	Project Limits	Estimated Cost	2022	2023	2024	2025	2026	2029	2031	2037	2046
Clovis	FRE500607		Armstrong	2LU to 3LU 2WLTL, Sidewalk, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics, and Utility Relocation	Alluvial to Nees	$2,337,000					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	Herndon to Alluvial	$2,337,000					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	Ashlan to Gettysburg	$2,115,000			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 Nees to Teague	$2,894,000					X	X	X	X	X
Fresno	FRE500610		Armstrong	2 LU to 4 LU with bike lanes and sidewalks	California to Hamilton	$2,140,000							X	X	X
Fresno	FRE500611		Armstrong	2 LU to 4 LU with bike lanes, sidewalks and Mill Ditch bridge widening, curb and gutter	Belmont to Dakota	$13,380,000							X	X	X
Fresno	FRE500612		Armstrong	2 LU to 4 LU with bike lanes and sidewalks, curb and gutter	Jensen to California	$5,350,000							X	X	X
Fresno	FRE501741		Armstrong	3 LU to 4 LU with bike lanes, sidewalks, curb and gutter	Butler to Kings Canyon	$1,900,000						X	X	X	X
Clovis	FRE500454		Ashlan	2LU to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Utility Relocation, Fiber Optics, Traffic Signal at Ashlan and McCall	Thompson to McCall	$6,010,000						X	X	X	X
Clovis	FRE500615		Ashlan	3LU to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Utility Relocation, Fiber Optics	Dewolf to Leonard	$5,120,000					X	X	X	X	X
Clovis	FRE500616		Ashlan	2LU to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	Leonard to Highland	$4,229,000					X	X	X	X	X
Fresno	FRE500574		Ashlan	3 LD to 4 LD with bike lanes and sidewalks, curb & gutter	Grantland to Bryan	$2,030,000							X	X	X
Fresno	FRE500613		Ashlan	2, 3 and 4 LU to 4 LD with bike lanes and sidewalks,curb & gutter	Maroa to Blackstone	$1,800,000		X	X	X	X	X	X	X	X
Fresno	FRE500617		Ashlan	2 LU to 4 LD with bike lanes and sidewalks	Polk to Cornelia	$1,850,000				X	X	X	X	X	X
Fresno	FRE500618		Ashlan	2 LU to 4 LD with bike lanes and sidewalks, curb & gutter	Bryan to Polk	$6,070,000							X	X	X
Fresno	FRE500619		Ashlan	Unconstructed to 4 LD	Garfield to Grantland	$1,910,000				X	X	X	X	X	X
Fresno	FRE190019		Ashlan Ave	Ashlan Ave from Polk to Cornelia; widen to eastbound lane from 1 lane to 2 lanes, install median, sidewalks, curb, gutter, curb ramps, streetlights, storm drain, & power pole relocation.	Polk to Cornelia	$3,312,500			X	X	X	X	X	X	X

Regionally Significant Project Listing

			Description			Estimated Cost	Conformity Analysis Year (project open to traffic)								
Jurisdiction / Agency	TIP/RTP Project ID	CTIPs Project ID	Facility Name/Route	Type of Improvement	Project Limits		2022	2023	2024	2025	2026	2029	2031	2037	2046
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	Dewolf to Leonard	$1,197,000					X	X	X	X	X
Fresno	FRE500621		Barstow	2 LU to 4 LU	Grantland to Bryan	$1,590,000							X	X	X
Fresno	FRE500622		Barstow	Unconstructed to 4L	Bryan to Hayes	$1,590,000							X	X	X
Fresno	FRE500626		Barstow	2 LU to 5 LU with bike lanes and sidewalks, curb & gutter	Maroa to Blackstone	$1,960,000							X	X	X
Fresno	FRE500627		Barstow	2 LU to 5 LU with bike lanes and sidewalks, curb & gutter	Chestnut to Willow	$1,960,000							X	X	X
Fresno	FRE501742		Barstow	3 LU to 5 LU with bike lanes and sidewalk	Veterans to Island Waterpark	$1,960,000						X	X	X	X
Clovis	FRE500629		Behymer	2LU to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	Willow to Minnewawa	$9,794,000			X	X	X	X	X	X	X
Clovis	FRE500630		Behymer	2LU to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	Minnewawa to Clovis	$9,794,000					X	X	X	X	X
Clovis	FRE503876		Behymer	Unconstructed to 2 LU, w/ 2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter	Blackhawk to Copper	$5,009,000									X
Fresno	FRE500628		Behymer	3 LD to 4 LD with sidewalks, bike lanes, curb & gutter	Maple to Chestnut	$770,000				X	X	X	X	X	X
Fresno	FRE501743		Behymer	3 LD to 4 LD with bike lanes, curb, gutter & sidewalks	Chestnut to Willow	$1,620,000						X	X	X	X
Fresno	FRE500631		Belmont	3 LD to 4 LD (add WB Lane), bike lane, gutter, curb and sidewalk	Clovis to Armstrong	$6,070,000							X	X	X
Fresno	FRE500633		Belmont	2 LU to 4 LD with sidewalks, gutter, curb and bike lanes	Armstrong to Temperance	$2,030,000							X	X	X
Fresno	FRE500634		Belmont	2 LU to 3 LU with bike lanes, gutter, curbs and sidewalks	Cornelia to Marks	$30,705,000								X	X
Sanger	FRE500997		Bethel Ave.	Widen to 4-lane divided arterial and rehabilitate roadway	UPRR to North	$1,000,000	X	X	X	X	X	X	X	X	X
Sanger	FRE501803		Bethel Avenue	Widen to 4-lane divided arterial and rehabilitate roadway	UPRR to SR 180	$2,000,000								X	X
Sanger	FRE501804		Bethel Avenue	Widen to 4-lane divided arterial and rehabilitate roadway	North Ave to Central Ave	$2,000,000									X
Clovis	FRE503871		Blackhawk	Unconstructed to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	Copper to Enterprise	$17,530,000									X
Fresno	FRE500638		Brawley	2 LU to 4 LU with bike lanes, sidewalks, curb, gutter	Clinton to Parkway	$8,030,000							X	X	X
Fresno	FRE500640		Brawley	2 LU to 4 LD with bike lanes, sidewalks, curb, gutter	Palo Alto to Herndon	$1,150,000				X	X	X	X	X	X
Fresno	FRE500641		Brawley	2 LU to 4 LD with bike lanes, sidewalks, curb, gutter	S of Shaw to Ashlan	$4,050,000							X	X	X
Fresno	FRE501744		Brawley	2 LU to 4 LU with bike lanes, sidewalks, curb, gutter	Belmont to Clinton	$4,730,000						X	X	X	X
Fresno	FRE501745		Brawley	2 LU to 5 LU with bike lanes, sidewalks, curb and gutter	California to Madison	$1,690,000				X	X	X	X	X	X

Regionally Significant Project Listing

			Description				Conformity Analysis Year (project open to traffic)								
Jurisdiction / Agency	TIP/RTP Project ID	CTIPs Project ID	Facility Name/Route	Type of Improvement	Project Limits	Estimated Cost	2022	2023	2024	2025	2026	2029	2031	2037	2046
Fresno	FRE501075		Broadway	Unconstructed to 2 LU with sidewalks	Fresno to Tuolumne	$800,000							X	X	X
Fresno	FRE500645		Bryan	Unconstructed to 3 LU with bike lanes, sidewalks, curb, gutter	Belmont to McKinley	$2,610,000								X	X
Clovis	FRE500648		Bullard	2LU to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	Locan to DeWolf	$5,565,000			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	Megan to Locan	$2,337,000			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	DeWolf to Leonard	$5,565,000			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	Leonard to Highland	$6,010,000						X	X	X	X
Fresno	FRE500455		Bullard	4 LU to 2 LD	Fruit to Palm	$2,610,000							X	X	X
Fresno	FRE500576		Bullard	5 LD to 6 LD with bike lanes and sidewalks,curb & gutter	Blackstone to Fresno	$2,680,000								X	X
Fresno	FRE500647		Bullard	2 LU to 5 LU with bike lanes and sidewalks, curb & gutter	Grantland to Bryan	$1,640,000	X	X	X	X	X	X	X	X	X
Fresno	FRE501746		Bullard	2 LU to 5 LU with bike lanes and sidewalk	Figarden to Brawley	$790,000						X	X	X	X
Fresno	FRE500512		Bullard Diagonal	Unconstructed to 4 LD with bike lanes, sidewalks, curb & gutter	Carnegie to Veterans	$2,160,000		X	X	X	X	X	X	X	X
Fresno	FRE500487		California	Unconstructed to 4 LU with bike lanes, sidewalks, curb and gutter	Fowler to Armstrong	$1,900,000							X	X	X
Fresno	FRE500657		California	Unconstructed to 4 LD with bike lanes, sidewalks, curb, and gutter	Armstrong to Temperance	$1,020,000							X	X	X
Fresno	FRE501747		California	2 LU to 4 LD with bike lanes, sidewalks, curb, gutter and Class I trail	Fruit to Fig	$4,050,000						X	X	X	X
Fresno	FRE501748		California	2 LU to 4LU with bike lanes, sidewalks, curb and gutter	Clovis to Preuss	$650,000						X	X	X	X
Kerman	FRE500889		California	Widen 2LU to 2LD Collector, Median, Sidewalks, Bike Lanes, Curb and Gutter, Streetlights; Rehabilitate Roadway	Goldenrod to Sycamore	$2,300,000						X	X	X	X
Sanger	FRE501805		California Avenue	Construct California Ave bridge over Fowler Switch Canal	Fowler Switch Canal (w/o Academy) to 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	Belmont to Turner	$650,000							X	X	X
Fresno	FRE501749		Cedar	4 LD to 6 LD with bike lanes, sidewalks, curb, gutter	Tulare to Belmont	$1,340,000						X	X	X	X
Fresno	FRE500577		Chestnut	3 LU to 5 LU with bike lanes, gutter, curb and sidewalks	Barstow to Bullard	$1,960,000							X	X	X

Regionally Significant Project Listing

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Jurisdiction / Agency	TIP/RTP Project ID	CTIPs Project ID	Facility Name/Route	Type of Improvement	Project Limits	Estimated Cost	2022	2023	2024	2025	2026	2029	2031	2037	2046
Fresno	FRE500670		Chestnut	3 LU to 4 LU with bike lanes, sidewalks, curb and gutter	Behymer to Copper	$1,910,000				X	X	X	X	X	X
Fresno	FRE501750		Chestnut	2 LU to 4 LU with bike lanes curb, gutter and sidewalks	Behymer to International	$1,640,000	X	X	X	X	X	X	X	X	X
Fresno	FRE501751		Chestnut	3 LD to 4 LD with bike lanes, curb, gutter and sidewalks	Herndon to Shepherd	$750,000						X	X	X	X
Fresno	FRE500671		Church	3 LD to 4 LD with bike lanes and sidewalks, curb and gutter	Sunnyside to Fowler	$1,910,000				X	X	X	X	X	X
Fresno	FRE501752		Church	2LU to 4 LU with bike lanes, sidewalks, curb and gutter	Maple to Willow	$3,790,000						X	X	X	X
Fresno	FRE500586		Clinton	Widen from 2 LU to 4 LU with bike lanes, gutter, curb and sidewalks	Clovis to Fowler	$3,790,000							X	X	X
Fresno	FRE500675		Clinton	2 LU to 5 LU with bike lanes, gutter, curb and sidewalks	Brawley to Marks	$3,920,000							X	X	X
Fresno	FRE500676		Clinton	2 LU to 5 LU with bike lanes, gutter, curb and sidewalks	Polk to Blythe Ave	$3,920,000							X	X	X
Fresno	FRE500677		Clinton	2 LU to 4 LU with bike lanes, sidewalks	Fowler to Locan	$5,680,000							X	X	X
Clovis	FRE500680		Clovis	3LD to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics, Traffic Signal at Nees	Nees to Teague	$2,226,000					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	Behymer to Shepherd	$12,243,000			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	Behymer to Copper	$14,469,000						X	X	X	X
Clovis	FRE500687		Copper	2LU to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	Willow to Sunnyside	$33,390,000							X	X	X
Clovis	FRE503864		Copper	Unconstructed to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	Sunnyside to Behymer	$20,034,000									X
Fresno	FRE500684		Copper	2 LU to 4 LD with bikelane, sidewalk, curb & gutter	Chestnut to Willow	$1,700,000	X	X	X	X	X	X	X	X	X
Fresno	FRE500686		Copper	2LU to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	Cedar to Chestnut	$5,350,000							X	X	X
Clovis	FRE500488		Dakota	Unconstructed to 3 LU (2WLTL), Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	Leonard to Highland	$5,565,000			X	X	X	X	X	X	X
Fresno	FRE501753		Dakota	Undeveloped to 3 LU with bike lanes, gutter, curb and sidewalk	Grantland to Hayes	$2,610,000						X	X	X	X
Fresno	FRE500692		Dante	2 LU to 4 LU with bike lanes and sidewalks	Bullard to Cornelia	$2,020,000				X	X	X	X	X	X
Fresno	FRE500693		Dante	Unconstructed to 3 LU with bike lanes, sidewalks, curb & gutter	Cornelia to Salinas	$740,000				X	X	X	X	X	X

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Clovis	FRE503873		Del Rey	Unconstructed to 2LU, w/ 2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter	Herndon to Owens Mountain	$6,678,000									X
Clovis	FRE500579		DeWolf	2LU to 4LU, w/2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	Shaw to Barstow	$5,009,000			X	X	X	X	X	X	X
Clovis	FRE500697		DeWolf	2LU to 4LD 2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	Barstow to Bullard	$1,252,000			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	Gould Canal to Ashlan	$2,783,000					X	X	X	X	X
Clovis	FRE500699		DeWolf	2LU to 4LD, w/2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter and Fiber Optics, Traffic Signal at DeWolf and Loma Vista	Gettysburg to Shaw	$5,565,000			X	X	X	X	X	X	X
Clovis	FRE500954		DeWolf	2LD to 2LD, Bike Lanes, Sidewalks, Street Lights	Intersection Teague to Nees	$223,000			X	X	X	X	X	X	X
Selma	FRE504021		DeWolf Avenue	Widen and rebuild DeWolf Avenue from Floral Avenue to the proposed park North of Rockwell Pond.	Floral to Rockwell Pond	$875,000						X	X	X	X
Fresno	FRE501754		El Paso	3 LU to 5 LU with sidewalk	Ingram to Blackstone	$2,350,000						X	X	X	X
Fresno	FRE500711		Fancher Creek	Unconstructed to 2 LD	Renn to Fowler	$260,000	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	Fowler to Armstrong	$2,090,000							X	X	X
Clovis	FRE503872		Forrestal	Unconstructed to 2LU, w/ 2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter	Herndon to Owens Mountain	$7,000,000									X
Clovis	FRE504166		Forrestal	Unconstructed to 2LU, w/ 2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter	Owens Mountain to Owens Mountain	$4,000,000									X
Clovis	FRE500708		Fowler	2LU to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics, Bridge at Enterprise Canal	Nees to (Shepherd) Enterprise Bridge	$11,130,000			X	X	X	X	X	X	X
Fresno	FRE500709		Fowler	2 LU to 4 LD with bike lanes, sidewalks, curb, and gutter	Jensen to Hamilton	$5,060,000							X	X	X
Fresno	FRE500710		Fowler	2 LU to 4 LD with bike lanes, sidewalks	Belmont to Gould Canal	$12,140,000							X	X	X
Fresno	FRE500715		Friant	4 LD to 6 LD with bike lanes, sidewalks, curb, gutter	Shepherd to Copper	$12,840,000							X	X	X
Fresno	FRE504108		G ST	G Street Transit Spine and Streetscape Improvements - Ventura to Tuolumne	VENTURA to TULARE	$97,718,000							X	X	X
Fresno	FRE500718		G Street	Construct 4-lane facility on new alignment	Divisidero to Belmont	$2,430,000							X	X	X
Fresno	FRE500719		Garfield	2 LU to 3LU with bike lanes, sidewalks, curb, gutter	Shields to Herndon	$15,140,000							X	X	X

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Clovis	FRE500563		Gettysburg	2LU to 4LU, w/2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	Armstrong to 600 feet east	$557,000					X	X	X	X	X
Clovis	FRE500587		Gettysburg	Unconstructed to 4LU w/ 2WLTL,Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	Highland to Thompson	$6,122,000						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	Dewolf to Leonard	$3,896,000					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	Leonard to Highland	$5,676,000			X	X	X	X	X	X	X
Fresno	FRE500580		Gettysburg	Unconstructed to 3 LU with bike lanes, sidewalks, curb & gutter	Grantland to Hayes	$2,610,000							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	Grantland to Polk	$3,920,000							X	X	X
Fresno	FRE500723		Gettysburg	Unconstructed to 3 LU with bike lanes, sidewalks, curb & gutter	Polk to Golden State	$1,310,000							X	X	X
Fresno	FRE500724		Golden State	Widen from 2 LU to 4 LU with sidewalks and bike lanes	Shaw to Ashlan	$4,920,000							X	X	X
Fresno	FRE500725		Golden State	Widen from 2 LU to 4 LU with bike lanes and sidewalks	Veterans to Shaw	$6,820,000							X	X	X
Fresno	FRE500726		Golden State	Widen from 2 LU to 4 LU with sidewalks and bike lanes	Herndon to Veterans	$3,790,000							X	X	X
Fresno	FRE500564		Grantland	4 LD to 6 LD with bike lanes, sidewalks, curb, gutter, trail	Ashlan to Holland	$1,970,000				X	X	X	X	X	X
Fresno	FRE500727		Grantland	2 LU to 6 LD with bike lanes, sidewalks, curb, gutter, trail	Shields to Ashlan	$4,570,000							X	X	X
Fresno	FRE500728		Grantland	2 LU to 4 LD with bike lanes, sidewalks, curb, gutter, trail	Belmont to Shields	$5,620,000								X	X
Fresno	FRE500729		Grantland	2 LU to 4 LD with bike lanes, sidewalks, curb, gutter, trail	Shaw to Parkway	$7,250,000							X	X	X
Fresno	FRE500730		Grantland	2 LU to 4 LU with bike lanes, sidewalks, curb, gutter, trail	Shaw to Veterans	$2,670,000							X	X	X
Fresno	FRE504104		GRANTLAND	Grantland Avenue - SR 180 to Belmont: 2LU to 4LD	SR 180 to BELMONT	$4,000,000							X	X	X
Fresno	FRE500732		Hayes	Unconstructed to 4 LU with bike lanes, sidewalks, curb, gutter	Shaw to Barstow	$3,210,000							X	X	X
Fresno	FRE500733		Hayes	2 LU to 4 LU with bike lanes, sidewalks, curb, gutter	Veterans Blvd to Herndon	$3,210,000							X	X	X
Clovis	FRE501718		HERITAGE GROVE MAIN STREET	Unconstructed to 2LU W/ TWLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter	Peach to Minnewawa	$3,339,000							X	X	X

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Clovis	FRE501719		HERITAGE GROVE MAIN STREET	Unconstructed to 2LU W/ TWLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter	Minnewawa to Clovis	$1,670,000							X	X	X
Clovis	FRE501720		HERITAGE GROVE MAIN STREET	Unconstructed to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter	WILLOW to PEACH	$5,565,000					X	X	X	X	X
Clovis	FRE500736		Herndon	2LU to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	DeWolf to McCall	$35,616,000							X	X	X
Clovis	FRE503879		Herndon	Additional lane form EB to WB on-ramp (2 lane to 3 lane widen)	EB on-ramp to WB on-ramp	$230,000									X
Clovis	FRE503880		Herndon	EB widening under structure	EB on-ramp to WB on-ramp	$2,260,000									X
Fresno	FRE501755		Herndon	2 LD to 6 LD with trail and sidewalk	Riverside to Hayes	$3,680,000						X	X	X	X
Fresno	FRE501756		Herndon	3 LU to 4 LD with bike lane, trail and sidewalk	Parkway to Golden State	$810,000						X	X	X	X
Fresno	FRE501757		Herndon	5 LD to 6 LD with sidealk	Hayes to Spruce	$3,210,000						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
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	$24,072,000		X	X	X	X	X	X	X	X
Clovis	FRE500743		Highland	2LU to 3LU, w/2WLTL, Sidewalks, Bike Lanes, Street Light, Curb and Gutter, Fiber Optics	Dakota to Ashlan	$3,061,000							X	X	X
Fresno	FRE500744		Hughes	Unconstructed to 3 LU with bike lanes, sidewalks, curb, gutter	Church to North	$3,920,000								X	X
Clovis	FRE503874		Indianola	Unconstructed to 2LU, w/ 2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter	Alluvial to Owens Mountain	$3,339,000									X
Clovis	FRE500748		International	Unconstructed to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	Willow to Minnewawa	$8,904,000							X	X	X
Clovis	FRE501721		International	Unconstructed to 2LU W/ TWLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	Minnewawa to Clovis	$1,892,000				X	X	X	X	X	X

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Clovis	FRE501722		International	Unconstructed to 2LU W/ TWLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	Clovis to Marion	$3,784,000							X	X	X
Fresno	FRE501758		International	4 LU to 5LU with bike lanes and sidewalks, curb & gutter	Maple to Chestnut	$750,000						X	X	X	X
Fresno	FRE501759		Jeanne	3 LU to 5 LU with bike lanes and sidewalk	Cornelia to Ellery	$1,960,000						X	X	X	X
Fresno	FRE500749		Jensen	2 LU to 4 LD with bike lanes, sidewalks, curb, gutter, trail	Fruit to Martin Luther King Blvd	$4,830,000							X	X	X
Fresno	FRE500750		Jensen	4 LD to 6 LD with bike lanes, sidewalks, curb, gutter, trail	Orange to Clovis	$21,470,000								X	X
Fresno	FRE500751		Jensen	4 LD to 6 LD with Class 1 bike path/trail	Clovis to Temperance	$12,270,000							X	X	X
Fresno	FRE500752		Jensen	2 LU to 4 LD with bike lanes, sidewalks, curb, gutter, trail	Marks to Fruit	$7,250,000							X	X	X
Kingsburg	FRE500367		Kamm Avenue	Kamm Avenue-Golden State Blvd to 10th Ave: 2 LU to 4 LU	Golden State Blvd to 10th Ave	$1,250,000									X
Caltrans	FRE190013		Kearney Blvd	SR99 at Central/Chestnut - Improve Interchange (Measure C Project AA in the Rural Regional Program - Tier 2)	Central to Chestnut	$109,000,000						X	X	X	X
Fresno	FRE500370		Kings Canyon	2 LU to 4 LD	Chestnut to Fowler	$10,170,000	X	X	X	X	X	X	X	X	X
Fresno	FRE500371		Kings Canyon	2 LU to 4 LD with bike lanes, sidewalks	Armstrong to Temperance	$4,050,000							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	Shaw to Bullard	$12,243,000			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	Ashlan to Gettysburg	$2,783,000					X	X	X	X	X
Clovis	FRE500376		Leonard	Unconstructed to 4LD	1.0 m N of Shaw (Bullard) to Tollhouse	$33,390,000								X	X
Clovis	FRE500479		Locan	2LU to 3LU, w/2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics, Bridge at Gould Canal	Gould Canal to Holland	$6,678,000					X	X	X	X	X
Clovis	FRE500565		Locan	2LU to 2LU, w/2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	Bullard to Herndon	$7,012,000							X	X	X
Clovis	FRE500588		Locan	2LU to 3LU w/2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	Shaw to Barstow	$1,391,000					X	X	X	X	X
Clovis	FRE500953		Locan	2LU to 2LU, w/2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	Intersection Shaw to Alamos	$1,002,000					X	X	X	X	X

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Kerman	FRE501794		Madera	Widen 2 LU to 4 LD, Sidewalks, Bike Lanes, Curb and Gutter, Streetlights	0.12 Mi. n/o Whitesbridge to 0.25 mi. n/o Nielsen	$5,040,000							X	X	X
Kerman	FRE501795		Madera	Widen 2 LU to 4 LD, Sidewalks, Bike Lanes, Curb and Gutter, Streetlights	Church to 0.25 Mi. s/o Jensen	$6,000,000								X	X
Fresno	FRE500385		Maple	2 LU to 3 LU with bike lanes, sidewalks, curb and gutter	Herndon to Nees	$2,260,000							X	X	X
Fresno	FRE500387		Maple	2 LU to 3 LU with bike lanes, sidewalks, curb, gutter	Teague to Nees	$1,310,000	X	X	X	X	X	X	X	X	X
Clovis	FRE501723		MARION	Unconstructed to 2LU, w/ 2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	SHEPHERD to PERRIN	$3,116,000			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	PERRIN to BEHYMER	$3,339,000						X	X	X	X
Clovis	FRE501725		MARION	Unconstructed to 2LU, w/ 2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	BEHYMER to INTERNATIONAL	$3,673,000							X	X	X
Fresno	FRE500388		Marks	2 LU to 4 LD with sidewalks, curb, gutter	Weber to Dakota	$2,030,000							X	X	X
Fresno	FRE500389		Marks	2 LU to 4 LD with sidewalks and bike lanes, curb, gutter	McKinley to Parkway	$4,050,000							X	X	X
Fresno	FRE500390		Marks	2 LU to 4 LD with bike lanes and sidewalks, curb, gutter	Neilsen to McKinley	$6,070,000							X	X	X
Fresno	FRE500391		Marks	2 LU to 4 LD with sidewalks and bike lanes, curb, gutter	Jensen to Whitesbridge	$8,090,000							X	X	X
Fresno	FRE501760		Marks	2 LU to 4 LD with sidewalks and bike lanes, curb, gutter	Bullard to Sierra	$2,030,000						X	X	X	X
Fresno	FRE501761		Marks	2 LU to 4 LD with sidewalks and bike lanes, curb, gutter	Sierra to Herndon	$2,030,000						X	X	X	X
Fresno	FRE501762		Marty	2 LD to 4 LD with bike lanes, gutter, curb, sidewalks	Weber to Ashlan	$2,030,000						X	X	X	X
Clovis	FRE500393		McCall	2LU to 6LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	Griffith to Shaw	$22,260,000								X	X
Clovis	FRE500394		McCall	2LU to 6LD, Sidewalks, Bike Lanes,Street Lights, Curb and Gutter, Fiber Optics	Bullard to Herndon	$16,695,000								X	X
Clovis	FRE500395		McCall	2LU to 6LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics, Bridge at Enterprise	Shaw to Bullard	$16,695,000								X	X
Clovis	FRE500396		McCall	Unconstructed to 6 LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	Herndon to Shepherd	$38,955,000								X	X
Fresno	FRE500398		McKinley	Unconstructed to 3 LU with bike lanes, sidewalks	Sunnyside to Fowler	$4,050,000						X	X	X	X

Regionally Significant Project Listing

			Description				Conformity Analysis Year (project open to traffic)								
Jurisdiction / Agency	TIP/RTP Project ID	CTIPs Project ID	Facility Name/Route	Type of Improvement	Project Limits	Estimated Cost	2022	2023	2024	2025	2026	2029	2031	2037	2046
Fresno	FRE500566		McKinley	Unconstructed to 5 LU with bike lanes, gutter, curb, and sidewalks	Fowler to Temperance	$3,920,000								X	X
Fresno	FRE500589		McKinley	2 LU to 4 LD with bike lanes, sidewalks	Temperance to Locan	$2,030,000							X	X	X
Fresno	FRE501763		McKinley	2 LD to 4 LD with bike lanes, gutter, curb, sidewalks	Polk to Blythe	$4,050,000						X	X	X	X
Fresno	FRE501765		McKinley	2 LU to 4 LD with bike lanes, gutter, curb, sidewalks	Blythe to West	$10,120,000						X	X	X	X
Fresno	FRE190001		McKinley Ave	McKinley Ave from Hughes Ave to Marks Ave; Widening, asphalt overlay and installation of curb, gutter, ramps, signal loop detectors, sidewalks, streetlights, HAWK, signage and striping.	Hughes Ave to Marks Ave	$4,828,100		X	X	X	X	X	X	X	X
Fresno County	FRE150057		Millerton Road	Millerton Road - Friant Road to Marina Drive: Widen from 2 LU to 4 LD	Friant to Marina	$28,265,897							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	Behymer to Copper	$5,565,000				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	Shepherd to Behymer	$8,904,000			X	X	X	X	X	X	X
Clovis	FRE500480		Minnewawa	3L to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	Fir to Alluvial	$3,339,000			X	X	X	X	X	X	X
Fresno	FRE500403		Minnewawa	Unconstructed to 3 LU with bike lanes, gutter, curb and sidewalks	Grove to Church	$790,000							X	X	X
Fresno	FRE501766		Muscat	New 3 LU with bike lanes, sidewalks, curb and gutter	Fig to Elm	$1,310,000						X	X	X	X
Caltrans	FRE111355	20300000756 20300000752 10300000391	N/A	On Route 99 in Fresno County and near Fresno, from 0.1 mile north of Clovis Avenue Undercrossing to 0.1 mile south of Church Avenue Undercrossing. [PPNO6288 combines 2 interchange projects including FRE111355 and FRE111352] (Measure C Project M in the Urban Regional Program)	Interchange Cross Streets:Cedar/North & American	$141,873,000					X	X	X	X	X
Caltrans	FRE504139		N/A	American Ave @ SR 99-Interchange Improvements(Measure C Project RK in the Rural Regional Program)	Interchange Cross Streets:N/A & N/A	$61,600,000						X	X	X	X
Clovis	FRE503816		N/A	Additional lanes and signal improvements	Interchange Cross Streets:Shepherd & HWY168	$50,085,000									X
Clovis	FRE503817		N/A	Additional lanes and signal improvements	Interchange Cross Streets:Owens Mountain & HWY168	$40,068,000									X

Regionally Significant Project Listing

			Description				Conformity Analysis Year (project open to traffic)								
Jurisdiction / Agency	TIP/RTP Project ID	CTIPs Project ID	Facility Name/Route	Type of Improvement	Project Limits	Estimated Cost	2022	2023	2024	2025	2026	2029	2031	2037	2046
Clovis	FRE503877		N/A	Add lane	Interchange Cross Streets:Shaw & HWY168	$460,000									X
Clovis	FRE503878		N/A	Add lane	Interchange Cross Streets:Bullard & HWY168	$300,000									X
Clovis	FRE503881		N/A	SB right turn to WB on-ramp	Intersection Fowler to HWY168	$370,000									X
Clovis	FRE503882		N/A	WB loop on-ramp	Interchange Cross Streets:Fowler & HWY168	$1,670,000									X
Clovis	FRE503883		N/A	EB off-ramp widening with auxiliary lane (lane addition)	Interchange Cross Streets:Temperance & HWY168	$3,490,000									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
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 Cross Streets:Van Ness & Broadway	$1,610,000							X	X	X
Clovis	FRE500407		Nees	2LU to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optic	Temperance to Locan	$5,009,000			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	Armstrong to Temperance	$5,565,000					X	X	X	X	X
Clovis	FRE500410		Nees	2LU to 4LD Complete incomplete portions, Traffic Signal at Nees and Sunnyside	Clovis to Fowler	$5,565,000					X	X	X	X	X
Clovis	FRE500411		Nees	3LD to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	Minnewawa to Clovis	$5,009,000	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	Fowler to Armstrong	$6,122,000					X	X	X	X	X
Clovis	FRE500413		Nees	Unconstructed to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	Locan to Alluvial Alignment	$5,565,000					X	X	X	X	X
Fresno	FRE500414		Neilson	Unconstructed to 3 LU with bike lanes, sidewalks	Blythe to Brawley	$1,310,000								X	X
Fresno	FRE500418		North	2 LU to 5 LU with bike lanes, sidewalks, curb and gutter	Cedar to Chestnut	$3,920,000								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	Orange to Cedar	$2,680,000							X	X	X
Fresno	FRE501768		North	2 LU to 4 LU with bike lanes, sidewalks, curb and gutter	Elm to Hwy 41	$1,340,000						X	X	X	X

Regionally Significant Project Listing

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Jurisdiction / Agency	TIP/RTP Project ID	CTIPs Project ID	Facility Name/Route	Type of Improvement	Project Limits	Estimated Cost	2022	2023	2024	2025	2026	2029	2031	2037	2046
Fresno	FRE501769		North	2 LU to 4 LU with bike lanes, sidewalks, curb and gutter	Chestnut to Willow	$2,680,000						X	X	X	X
Fresno	FRE501770		North	2 LU to 4 LU with bike lanes, sidewalks, curb and gutter	Hwy 41 to Orange	$1,240,000						X	X	X	X
Fresno	FRE501771		North	2 LU to 5 LU with bike lanes, sidewalks, curb and gutter	Willow to Minnewawa	$3,920,000						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	Fig to Elm	$1,960,000						X	X	X	X
Fresno	FRE501072		O Street	Reconstruct O Street as 2 LU with bike lanes and sidewalks from Tuolumne to Stanislaus	Stanislaus to Tuolumne	$1,000,000							X	X	X
Fresno	FRE500423		Olive	2 LU to 5LU with bike lanes, gutter, sidewalk and sidewalks	SR 99 to Marks	$14,880,000							X	X	X
Fresno	FRE500568		Olive	2 LU to 5 LU with bike lanes,gutter, curb and sidewalks	Clovis to Temperence	$7,570,000							X	X	X
Clovis	FRE503866		Owens Mountain	Unconstructed to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	SR168 to Alexander Pkwy	$17,530,000							X	X	X
Fresno	FRE500427		Parkway Drive	2 LU to 4 LD with bike lanes and sidewalks	Shaw to Barstow	$2,030,000							X	X	X
Fresno	FRE501773		Parkway Drive	3 LU to 4 LD with bike lanes, sidewalks, curb, gutter	Herndon to Hwy 99	$610,000						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	Sierra to Magill Couplet	$3,339,000					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	Shepherd to Behymer	$3,339,000			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	Behymer to Copper	$13,356,000							X	X	X
Fresno	FRE500431		Peach	2 LU to 4 LD	Kings Canyon to Belmont	$3,390,000	X	X	X	X	X	X	X	X	X
Fresno	FRE500432		Peach	2 LD to 4 LD with bike lanes, gutter, curb and sidewalks	North to Jensen	$4,050,000							X	X	X
Fresno	FRE111316	20300000729	Peach Ave	Peach Ave from Florence Ave to Jensen Ave; Widen to 4 Lanes (Measure C Project I2C in the Urban Regional Program)	Florence Ave to Jensen Ave	$4,484,000						X	X	X	X
Clovis	FRE500433		Perrin	Unconstructed to 4LU, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	Peach to Minnewawa	$3,339,000			X	X	X	X	X	X	X
Clovis	FRE500434		Perrin	Unconstructed to 4LU, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	Willow to Peach	$3,339,000			X	X	X	X	X	X	X

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Jurisdiction / Agency	TIP/RTP Project ID	CTIPs Project ID	Facility Name/Route	Type of Improvement	Project Limits	Estimated Cost	2022	2023	2024	2025	2026	2029	2031	2037	2046
Clovis	FRE500435		Perrin	Unconstructed to 4LU, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	Minnewawa to Clovis	$3,339,000			X	X	X	X	X	X	X
Clovis	FRE501726		Perrin	Unconstructed to 4LU, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	Clovis to Sunnyside	$3,339,000			X	X	X	X	X	X	X
Clovis	FRE503875		Perrin	Unconstructed to 2LU, w/ 2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter	Blackhawk to Alexander Pkwy	$5,009,000									X
Clovis	FRE501727		PLYMOUTH	Unconstructed to 2LU, w/ 2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	WILLOW to PEACH	$1,670,000					X	X	X	X	X
Clovis	FRE501728		PLYMOUTH	Unconstructed to 2LU, w/ 2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	PEACH to MINNEWAWA	$1,670,000					X	X	X	X	X
Fresno	FRE500436		Polk	2 LU to 4 LU with bike lanes, sidewalks, curb, gutter	Bullard to Herndon	$3,790,000							X	X	X
Fresno	FRE500437		Polk	Widen from 2 LD to 4 LD with bike lanes, sidewalks, curb, gutter	Olive to McKinley	$2,030,000							X	X	X
Fresno	FRE500438		Polk	Unconstructed to 4 LD with bike lanes, sidewalks, curb, gutter	Olive to Belmont	$2,570,000								X	X
Fresno	FRE500439		Polk	Widen from 2 LU to 4 LD with bike lanes and sidewalks, curb, gutter	Gettysburg to Shaw	$2,030,000							X	X	X
Fresno	FRE500440		Polk	Widen from 2 LU to 4 LD with bike lanes, sidewalks, curb, gutter	McKinley to Shields	$4,050,000								X	X
Fresno	FRE500441		Polk	Widen from 2 LU to 4 LD with bike lanes, sidewalks, curb, gutter	Shields to Gettysburg	$6,070,000								X	X
Fresno	FRE190002		Polk Ave	Polk Ave from Gettysburg to Shaw; Westside widening, asphalt overlay and installation of curb, gutter, ramps, signal loop detectors, sidewalks, streetlights, HAWK, signage & striping	Gettysburg to Shaw	$4,872,500		X	X	X	X	X	X	X	X
Clovis	FRE501729		PRYOR	Unconstructed to 2LU, w/ 2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	PEACH to MINNEWAWA	$3,339,000					X	X	X	X	X
Clovis	FRE501730		PRYOR	Unconstructed to 2LU, w/ 2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	WILLOW to PEACH	$1,670,000					X	X	X	X	X
Reedley	FRE503539		Reed Avenue	Reconstruction of roadway, increase from two lanes to four lanes, curb ramp upgrades, overlay, slurry seal, replace water lines, bike lanes, curb and gutter and sidewalks	Aspen Ave to South Ave	$5,000,000									X
Fresno	FRE500642		Riverside	2 LU to 4 LU with sidewalks, bike lanes, curb & gutter	Herndon to Spruce	$1,520,000				X	X	X	X	X	X

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Fresno	FRE500472		Riverside (Bullard Diag)	2 LU to 4 LD	Palo Alto to Veterans	$1,700,000	X	X	X	X	X	X	X	X	X
Fresno	FRE500646		Riverside (Bullard Diag)	2 L to 4 LD with bike lanes, sidewalks	Herndon to Cresta	$2,040,000	X	X	X	X	X	X	X	X	X
Fresno	FRE501774		Roeding	2 LD to 4 LD with bike lanes, sidewalks, curb, gutter	Kearney to Nielsen	$1,420,000						X	X	X	X
Fresno	FRE500447		Shaw	4 LD to 6 LD (retrofit)	Blythe to Brawley	$2,680,000							X	X	X
Fresno	FRE500482		Shaw	2 LU to 6 LD	Veterans Blvd to Golden State	$4,280,000							X	X	X
Fresno	FRE500591		Shaw	2 LU to 4 LD with bike lanes, sidewalks	Garfield to Veterans Blvd	$3,920,000							X	X	X
Fresno	FRE501078		Shaw	Widen from 2 LU to 4 LD with bike lanes, sidewalks, traffic signals and synchronization	Garfield to Polk	$8,090,000							X	X	X
Fresno	FRE501775		Shaw	3 LD to 4 LD with bike lanes and sidewalk	Polk to Cornelia	$2,030,000						X	X	X	X
Fresno	FRE501776		Shaw	4 LD to 6 LD with bike lanes and sidewalk	Cornelia to Brawley	$5,350,000						X	X	X	X
Clovis	FRE500492		Shepherd	2LU to 3LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics (south of the centerline)	Clovis to Fowler	$11,130,000			X	X	X	X	X	X	X
Clovis	FRE500493		Shepherd	2LU to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optic	Tollhouse to Del Rey	$22,260,000							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	Willow to Clovis	$15,582,000			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	Temperance to Dewolf	$11,130,000							X	X	X
Clovis	FRE500498		Shepherd	3LD to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics (north of centerline)	Clovis to Fowler	$10,017,000					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	Fowler to Armstrong	$6,678,000							X	X	X
Clovis	FRE500500		Shepherd	3LU to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	Armstrong to Temperance	$5,565,000					X	X	X	X	X
Fresno	FRE500495		Shepherd	2 LD to 4 LD with sidewalks, curb &n gutter	Chestnut to Willow	$1,220,000						X	X	X	X
Fresno	FRE500497		Shepherd	3 LD to 4 LD with bike lanes and sidewalks, curb & gutter	Cedar to Maple	$810,000							X	X	X
Clovis	FRE503870		Sheridan	Unconstructed to 2LU, w/ 2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter	Alluvial to Owens Mountain	$6,678,000									X
Fresno	FRE500503		Shields	3 LD to 4 LD with bike lanes, gutter, curb and sidewalks	Sunnyside to Fowler	$1,240,000				X	X	X	X	X	X

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Fresno	FRE500504		Shields	2 LU to 3 LU with bike lanes, gutter, curb and sidewalks	Grantland to Cornelia	$5,240,000								X	X
Fresno	FRE500449		Sierra	Unconstructed to 3 LU with bike lanes, sidewalks, curb & gutter	Bullard Diagonal to Carnegie	$790,000							X	X	X
Fresno	FRE501777		Sierra	2 LU to 4 LU with bike lanes and sidewalk	Blackstone to Fresno	$1,900,000							X	X	X
Fresno	FRE500506		Sierra/Dante	2 LU to 5 LU with bike lanes, sidewalks, Curb & gutter	Polk to Escalon	$1,900,000							X	X	X
Mendota	FRE504017		Smoot Avenue	Extend Smoot Avenue west to Amador Avenue with bike lanes, sidewalk and on-street parking for Rojas Pierce Park	Gregg Ct W to Amador Avenue	$1,000,000				X	X	X	X	X	X
Fresno	FRE501778		Sommerville	3 LD to 4 LD w/ BL, G, C, SW	Plymouth to Chestnut	$810,000						X	X	X	X
Fresno	FRE500509		Spruce	Unconstructed 5 LU with bike lanes, gutter, curb and sidewalks.	Riverside to Strother	$1,960,000							X	X	X
Kingsburg	FRE500450		Stroud	In Kingsburg widen Stroud Avenue from 10th to Simpson from 2 lanes to 4 lanes	10th to Simpson	$1,250,000									X
Clovis	FRE500524		Sunnyside	2LU to 3LU, w/TWLTL, Sidewalks, Bike Route, Street Lights, Curb and Gutter Fiber Optic	Bullard to Tollhouse	$779,000			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	Shepherd to Perrin	$3,339,000	X	X	X	X	X	X	X	X	X
Fresno	FRE500523		Sunnyside	Unconstructed to 3 LU with bike lanes, sidewalks curb and gutter	Clinton to Weldon	$790,000							X	X	X
Clovis	FRE501732		SYLMAR	Unconstructed to 2LU, w/ 2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	SHEPHERD to PERRIN	$1,670,000					X	X	X	X	X
Clovis	FRE501733		SYLMAR	Unconstructed to 2LU, w/ 2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	PERRIN to BEHYMER	$2,894,000					X	X	X	X	X
Clovis	FRE501734		Teague	Unconstructed to 2LU, w/ 2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter	Marion to Fowler	$8,904,000							X	X	X
Fresno	FRE501779		Teague	2 LU to 5 LU with bike lanes and sidewalk	Cedar to Maple	$1,960,000						X	X	X	X
Fresno	FRE501780		Teague	2 LU to 5 LU with bike lanes and sidewalk	Maple to Chestnut	$1,180,000						X	X	X	X
Fresno	FRE500526		Temperance	Widen from 2 LU to 6 LD with bike lanes, trail, sidewalks, curb and gutter	Belmont to Dakota	$15,340,000								X	X
Fresno	FRE500527		Temperance	2 LU to 6 LD with bike lanes, trail, sidewalks, curb and gutter	Jensen to Belmont	$18,400,000								X	X
Clovis	FRE500528		Thompson	Unconstructed to 5LU, w/ 2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	Ashlan to Shaw	$11,130,000							X	X	X

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Clovis	FRE500468		Tollhouse	2LU to 3LU, W/2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	Locan to Shepherd	$20,034,000				X	X	X	X	X	X
Fresno	FRE500530		Tulare	Unconstructed to 5 LU, with bike lanes, gutter, curb and sidewalks	Clovis to Argyle	$1,110,000				X	X	X	X	X	X
Fresno	FRE500531		Valentine	2 LU to 3 LU w/bike lanes, sidewalks, curb, gutter	McKinley to Parkway Dr	$3,450,000				X	X	X	X	X	X
Fresno	FRE500532		Valentine	2 LU to 4 LU with bike lanes, sidewalks, curb, gutter	Weber to Ashlan	$1,140,000							X	X	X
Fresno	FRE500533		Valentine	2 LU to 3 LU with bike lanes, sidewalks, curb, gutter	California to Whitesbridge	$2,610,000							X	X	X
Fresno	FRE500571		Valentine	2 LU to 4 LU with bike lanes, sidewalks	Ashlan to Gettysburg	$2,680,000							X	X	X
Fresno	FRE501781		Valentine	Unconstructed to 3LU with bike lanes, sidewalks, curb, gutter	Nielsen to Franklin	$1,050,000						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
Fresno	FRE504167		VETERANS	Veterans Blvd. - Shaw to Ashlan; 4 lane divided, asphalt concrete curb, concrete median island, trail, traffic signal, water and recycled water mains, landscape and irrigation, and transitional street improvements	SHAW to ASHLAN	$20,000,000				X	X	X	X	X	X
Fresno	FRE111328	20300000735	Veterans Blvd	Veterans Blvd./SR 99 Interchange; partial cloverleaf interchange with bridges over SR 99, Golden State Blvd., and southbound off-ramp, 6 lane divided Veterans Blvd., 2 lane connecting street to Golden State Blvd., concrete curb and gutter, concrete median, trail, concrete sidewalks, sewer mains, water and recycled water mains, street lights, landscape and irrigation, and Sierra Ave street improvements to Bullard Ave. (Measure C Project N1 in the Urban Regional Program; Phase 3 of Veterans Project)	Barstow to Bullard-Bryan	$91,169,582		X	X	X	X	X	X	X	X

Regionally Significant Project Listing

			Description				Conformity Analysis Year (project open to traffic)								
Jurisdiction / Agency	TIP/RTP Project ID	CTIPs Project ID	Facility Name/Route	Type of Improvement	Project Limits	Estimated Cost	2022	2023	2024	2025	2026	2029	2031	2037	2046
Fresno	FRE190016		Veterans Blvd	Extension of Veterans Blvd from Riverside/Bullard to Herndon - 6 lane divided, curb & gutter, concrete median island, traffic signals, trail, street lights, Hayes Ave street improvements, water and recycled water mains, landscape and irrigation, and transitional Herndon Ave street improvements. (Part of Measure C Project N2 in the Urban Regional Program; Phase 4b of Veterans Project)	Riverside/Bullard to Herndon	$7,490,790		X	X	X	X	X	X	X	X
Fresno	FRE500535		Veterans Blvd	Unconstructed 6 LD bike lanes, gutter, curb, sidewalk, trail	Browning to Bullard	$1,450,000				X	X	X	X	X	X
Fresno	FRE500537		Veterans Blvd	Unconstructed 6 LD bike lanes, gutter, curb, sidewalk, trail	Shaw to Barstow	$4,230,000							X	X	X
Fresno	FRE500562		Veterans Blvd	Unconstructed 6 LD bike lanes, gutter, curb sidewalks, trail	Bullard to Riverside	$3,310,000						X	X	X	X
Fresno	FRE501782		Veterans Blvd	Unconstructed 6 LD bike lanes, gutter, curb, sidewalk, trail	Hayes to Herndon	$5,900,000						X	X	X	X
Clovis	FRE500538		Villa	2LU to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	Herndon Ave to Fir	$1,113,000					X	X	X	X	X
Clovis	FRE501735		VILLA	Unconstructed to 2LU, w/ 2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	SHEPHERD to PERRIN	$1,670,000					X	X	X	X	X
Clovis	FRE501736		VILLA	Unconstructed to 2LU, w/ 2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	PERRIN to BEHYMER	$1,670,000					X	X	X	X	X
Fresno	FRE500540		Walnut	2 LU to 3 LU with bike lanes, sidewalks, curb, gutter	North to Whitesbridge	$5,220,000								X	X
Fresno	FRE500541		Walnut Connector	Unconstructed to 4 LD with bike lanes and sidewalks	Fresno to Walnut	$4,450,000							X	X	X
Fresno	FRE500542		Weber	2 LU to 3 LU with bike lanes, gutter, curb, sidewalks	Olive to Belmont	$1,830,000							X	X	X
Fresno	FRE500543		Weber	2 LU to 4 LD with bike lanes, gutter, curb, sidewalks	Marty to Clinton	$8,500,000							X	X	X
Fresno	FRE501783		Weber	2 LU to 4 LD with bike lanes, gutter, curb, sidewalks	Brawley to Marty	$2,030,000						X	X	X	X
Fresno	FRE501007		Weber Ave	2 LU to 3 LU with bike lanes, gutter, curb and sidewalks	Clinton to Olive	$2,610,000						X	X	X	X
Fresno	FRE500544		Weldon	Unconstructed to 3 LU with bike lanes, sidewalks	Sunnyside to Fowler	$1,310,000							X	X	X
Fresno	FRE500545		West	2 LU to 3 LU with bike lanes, sidewalks, curb, gutter	North to Jensen	$3,610,000								X	X
Fresno	FRE500546		West	2 LU to 3 LU with bike lanes, sidewalks, curb, gutter	Jensen to Kearney	$3,920,000								X	X

Regionally Significant Project Listing

			Description				Conformity Analysis Year (project open to traffic)								
Jurisdiction / Agency	TIP/RTP Project ID	CTIPs Project ID	Facility Name/Route	Type of Improvement	Project Limits	Estimated Cost	2022	2023	2024	2025	2026	2029	2031	2037	2046
Fresno	FRE500547		West	2 LU to 3 LU with bike lanes, sidewalks, curb, gutter	Kearney to Whitesbridge	$1,230,000				X	X	X	X	X	X
Fresno	FRE500549		Whitesbridge	2 LU to 3 LU with bike lanes, gutter, curb and sidewalks	Valentine to Fruit	$5,220,000								X	X
Fresno	FRE501784		Whitesbridge	2 LU to 4 LD with bike lanes, gutter, curb, sidewalks	Blythe to Brawley	$2,030,000						X	X	X	X
Fresno	FRE504103		WHITESBRIDGE	2 LU to 4 LD with bike lanes, gutter, curb, sidewalks	MARKS to HUGHES	$4,000,000							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
Kerman	FRE500888		Whitesbridge Ave.	Widen to 4 LD, Sidewalks, Bike Lanes, Curb and Gutter, Streetlights	Modoc Ave. to 0.15 mi. east if Vineland	$6,700,000						X	X	X	X
Fresno	FRE500469		Willow	2 LU to 5 LU with bike lanes, gutter, curb and sidewalks	Kings Canyon to Olive	$5,680,000							X	X	X
Fresno	FRE500550		Willow	2 LU to 3 LU with bike lanes, gutter, curb and sidewalks	Jensen to Church	$1,310,000							X	X	X
Fresno	FRE500551		Willow	2 LU to 3 LU with bike lanes, gutter, curb and sidewalks	North to Jensen	$2,610,000								X	X
Fresno	FRE500583		Willow	2 LU to 3 LU with bike lanes, gutter, curb and sidewalks	Church to Butler	$2,610,000							X	X	X
Clovis	FRE500757		Willow Avenue	Complete widening to 6LD where needed and add bike lanes	Barstow to Copper Ave	$1,113,000							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
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
Clovis	FRE503863		Windmill Loop	Unconstructed to 2LU, w/ 2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter	Armstrong to Locan	$8,348,000							X	X	X

Federally-Funded Non-Regionally Significant Project Listing

			Description				Conformity Analysis Year (project open to traffic)								
Jurisdiction / Agency	TIP/RTP Project ID	CTIPs Project ID	Facility Name/Route	Type of Improvement	Project Limits	Estimated Cost	2022	2023	2024	2025	2026	2029	2031	2037	2046
Mendota	FRE230005		Amador Ave	Amador Ave approx. 125' s/o Oxnard Ave, and Smooth Ave approx. 660; w/o Sorensen Ave to the protracted intersection of Amador Ave and Smoot Ave; Connect Amador Ave and Smoot Ave by extending the existing streets from their current terminus to their intersection with asphalt pavement, striping and signage.	Amador Ave to Smoot Ave	$960,041				X	X	X	X	X	X
Fresno	FRE111343	20300000749	California Ave	Widen from 2 lane undivided to 4 lane divided arterial (Measure C Project H2 in the Urban Regional Program)	Fruit Ave to Ventura St	$9,384,000						X	X	X	X
Clovis	FRE111373	20300000774	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	X

Exempt Project Listing (In $1000)

Jurisdiction/ Agency	TIP/RTP Project ID	Facility Name/Route	Project Description	Project Limits	Estimated Cost	Exemption Code
Caltrans	LSTMP718	5	Interstate 5 near Los Banos, from Shields Avenue to Merced County line (PM 66.159). Rehabilitate pavement, install Transportation Management System(TMS) elements, and upgrade signs, guardrail, and lighting.	From: Shields Ave To: Merced County Line Dist: 6.10	$20,750	1.10
Caltrans	LSTMP774	5	Interstate 5 near Giffen Cantua Ranch, from Parkhurst Equipment Undercrossing to Route 33. Construct median cable barrier.	From: Parkhurst To: Rte 33 Dist: N/A	$3,555	1.09
Caltrans	LSTMP794	5	Near Huron, at Arroyo Pasajero Bridge No. 42-0412L/R. Apply polyester concrete overlay to bridge decks. (Bridge Deck Preservation)	From: N/A To: N/A Dist: N/A	$1,764	1.10
Caltrans	LSTMP716	33	Rte 33 in and near Coalinga, from south of Merced Ave to north of Cambridge Ave. Rehabilitate pavement, replace signs, upgrade guardrail and facilities to Americans with Disabilities Act (ADA) standards, and install Transportation Management System (TMS) elements, construct new sidewalk, curb ramps, high visibility crosswalks, flashing beacons, a transit pull-out, and Class 2 bike lanes as complete streets elements. [G13 Contingency]	From: Merced Ave To: Cambridge Ave Dist: 2.0	$18,950	1.10
Caltrans	LSTMP717	33	Rte 33 in and near Firebaugh, from Morris Kyle Drive to 0.6 mile north of Clyde Fannon Drive. Rehabilitate roadway, replace signs, install Transportation Management System (TMS) elements, upgrade guardrail, and rehabilitate drainage systems.	From: Morris Kyle To: Clyde Fannon Dist: 2.10	$19,381	1.10
Caltrans	LSTMP708	41	On SR 41 near Camden, from 0.2 mile south to 0.2 miles north of Mount Whitney Ave; Construct roundabout.	From: .2 m s/o Mount Whitney To: .2 m n/o Mount Whitney Dist: .4	$13,750	1.07
Caltrans	LSTMP709	41	On SR 41 near Wildflower, from 0.3 mile south to 1.0 mile north of East Elkhorn Ave; Contruct roundabout	From: .3 m s/o Elkhorn To: .3 m n/o Elkhorn Dist: N/A	$13,600	1.07
Caltrans	LSTMP713	41	SR 41 in the city of Fresno, from Ventura Ave Viaduct to Friant Rd; Construct Maintenance Vehicle Pullouts (MVPs), access gates, relocate irrigation facilities, and pave beyond gore	From: Ventura Ave Viaduct To: Friant Rd Dist: 8.6	$10,776	1.20
Caltrans	LSTMP844	41	HWY 41 near the city of Fresno, Caruthers, Camden, and Riverdale, from Kings County line to north of East Elkhorn Ave. Rehabilitate pavement, install Transportation Management System (TMS) elements, and replace signal.	From: Kings County Line To: Elkhorn Ave Dist: 6.2	$17,200	1.10
Caltrans	LSTMP714	99	On Hwy 99 in the city of Fresno, from north of Jensen Ave to north of Stanislaus St Overcrossing; also on Routes 41, 168, and 180 at various locations. Upgrade existing irrigation system to use recycled water.	From: Jensen To: Stanislaus Dist: 2.1	$17,181	4.09
Caltrans	LSTMP753	99	Hwy 99 in and near Selma and Fowler, from McCall Avenue Undercrossing to 0.5 mile north of Merced Street Undercrossing. Landscape mitigation for EA 0U420.	From: Mccall To: Merced Dist: 6.7	$3,500	4.09
Caltrans	LSTMP715	168	Hwy 168 in and near Clovis, from Fowler Ave to east of Warbler Lane near Shaver Lake (PM R8.28/45.8) at various locations. Rehabilitate drainage systems.	From: Fowler Ave To: Warbler Ln Dist: 37.5	$28,170	1.10
Caltrans	LSTMP778	168	Route 168 near Shaver Lake, from 0.7 mile west of to 0.3 mile west of Huntington Lake Road. Construct sidehill viaduct structure.	From: 0.7 w/o Huntington Lake Rd To: 0.3 w/o Huntington Lake Rd Dist: .4	$58,071	1.12
Caltrans	LSTMP693	180	On Hwy 180 near Rolinda, from 0.3 mile west to 0.3 mile east of Dickenson Ave; Construct roundabout	From: .3 m w/o Dickenson To: .3 m e/o Dickenson Dist: .7	$12,080	1.07
Caltrans	LSTMP744	180	On Hwy 180 in and near Fresno from Clovis Ave to Temperance Ave; Construct concrete median barrier and upgrade sign panels and guardrail.	From: Clovis Ave To: Temperance Ave Dist: 2.4	$7,070	1.09
Caltrans	LSTMP754	180	Hwy 180 near the community of Squaw Valley, from east of George Smith Road to Elwood Road; construct two-way left turn lane.	From: Georg Smith Rd To: Elwood Rd Dist: 1.10	$4,440	1.07
Caltrans	LSTMP627	198	In Fresno County, on Route 198 at various locations. Improve drainage facilities by repairing or replacing culverts.	From: Various To: Various Dist: N/A	$24,560	1.10
Caltrans	LSTMP845		In Fresno County, on Routes 180, 5, 33, 41, 63, 168, 198, 245, and 269 at various locations. Rehabilitate drainage systems.	From: Various To: Various Dist: N/A	$17,725	1.10
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	2.10
Clovis Unified School District	LSTMP758	N/A	Clovis Unified School District; Replace two (2) gross polluting school buses with two (2) clean air compressed natural gas school buses.	From: N/A To: N/A Dist: N/A	$434	2.10

Exempt Project Listing (In $1000)

Jurisdiction/ Agency	TIP/RTP Project ID	Facility Name/Route	Project Description	Project Limits	Estimated Cost	Exemption Code
Clovis	LSTMP807	Armstrong Ave	Armstrong Ave from Tollhouse Ave to Sierra Ave; road rehabilitation including grinding, paving, concrete, installing traffic devices, and restriping	From: Tollhouse To: Sierra Dist: N/A	$873	1.10
Clovis	LSTMP808	Bullard Ave	Bullard Ave from Armstrong Ave to Temperance Ave; road rehabilitation including grinding, paving, concrete, installing traffic devices, and restriping	From: Armstrong Ave To: Temperance Ave Dist: N/A	$767	1.10
Clovis	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	$10,273	3.02
Clovis	LSTMP741	Fowler Ave	Fowler Ave from Ashlan Ave to City Limit; Road rehabilitation including grinding, paving, concrete, installing traffic devices, and restriping	From: Ashlan Ave To: City Limit Dist: N/A	$550	1.10
Clovis	LSTMP820	Gettysburg Ave	Gettysburg Ave from Clovis Ave to Sierra Vista Pkwy; Road rehabilitation including grinding, paving, concrete, installing traffic devices, and restriping	From: Clovis Ave To: Sierra Vista Pkwy Dist: N/A	$1,164	1.10
Clovis	LSTMP798	Herndon Ave	Herndon Ave from Clovis Ave to Locan Ave; install adaptive ITS system and related signal improvements	From: Clovis Ave To: Locan Ave Dist: N/A	$589	5.07
Clovis	FRE111375	Minnewawa	Minnewawa from Barstow to Bullard; Grind and overlay existing pavement, including concrete sidewalk, ADA improvements, traffic loops, asphalt concrete grinding and utility relocations.	From: Barstow To: Bullard Dist: .50	$310	4.12
Clovis	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	LSTMP631	N/A	At the intersection of Armstrong and Nees; Install traffic signal, loop detectors, communication equipment, cameras, right-turn lanes, replace access ramps, and grading/paving	From: Armstrong To: Nees Dist: N/A	$667	5.02
Clovis	LSTMP632	N/A	At the intersection of Shepherd and Peach; Install traffic signal, loop detectors, communication equipment, replace access ramps, and grading/paving	From: Shepherd To: Peach Dist: N/A	$656	5.02
Clovis	LSTMP742	N/A	At the intersection of Nees and Sunnyside; Install a traffic signal, associated equipment, paving, concrete, and utility relocation	From: Nees Ave To: Sunnyside Ave Dist: N/A	$1,391	5.02
Clovis	LSTMP743	N/A	DeWolf and Owens Mountain Intersection; Install a roundabout and associated improvements.	From: DeWolf To: Owens Mountain Dist: N/A	$1,733	5.01
Clovis	LSTMP745	Shaw Ave	Road Rehabilitation on Shaw, from Armstrong-Temperance	From: Armstrong To: Temperance Dist: 0.5	$1,465	1.10
Clovis	LSTMP797	Shaw Ave	Shaw Ave from Cole Ave to DeWolf Ave; install adaptive ITS system and related signal improvements	From: Cole Ave To: DeWolf Ave Dist: N/A	$602	5.07
Clovis	LSTMP727	Shepherd Ave	Shepherd Ave from Peach Ave to DeWolf Ave; Signal interconnect including installation of fiber optics and associated equipment	From: Peach Ave To: DeWolf Ave Dist: N/A	$1,421	5.07
Clovis	LSTMP815	Temperance Ave	Temperance Ave from Herndon Ave to State Route 168; Road rehabilitation including grinding, paving, concrete, installing traffic devices, and restriping	From: Herndon Ave To: SR 168 Dist: N/A	$867	1.10
Clovis	LSTMP772	Various	Improve school routes leading to Sierra Vista Elementary School through the construction of sidewalk, ADA ramps, curb and gutter. (TC)	From: Various To: Various Dist: N/A	$997	3.02
Clovis	LSTMP817	Willow Ave	Willow Ave from Shaw Ave to Barstow Ave; Road rehabilitation including grinding, paving, concrete, installing traffic devices, and restriping	From: Shaw Ave To: Barstow Ave Dist: N/A	$942	1.10
Coalinga	LSTMP725	Coalinga Trail	North Coalinga from Coalinga Sports Complex east to a former rail line terminating downtown at First St; Construct 14'-wide bicycle/pedestrian trails to complete approximately 0.95 miles (5,000 linear feet) of Coalinga's perimeter trail and loop-and-spur network. (TC)	From: Coalinga Sports Complex To: First St Dist: N/A	$952	3.02
Coalinga	LSTMP775	East Polk St / Pleasant St	East Polk St between W. Glenn Ave, E. Roosevelt St, Warthan St, and Willow Springs Ave; construct sidewalks, curb ramps, crosswalks, ½ mile Class I trail, ½ mile Class III bikeway.	From: Glenn / Warthan To: Alicia / Willow Springs Dist: N/A	$1,743	3.02

Exempt Project Listing (In $1000)

Jurisdiction/ Agency	TIP/RTP Project ID	Facility Name/Route	Project Description	Project Limits	Estimated Cost	Exemption Code
Coalinga	LSTMP809	Phelps Ave	Phelps Ave from Posa Chanet Blvd east to city limits; Repave roadway with bike lanes, crosswalks, and added ADA ramps	From: Posa Chanet Blvd To: City Limits Dist: N/A	$736	1.10
Coalinga	LSTMP654	Southside of Los Gatos Creek	Phelps Ave from Posa Chanet to Gregory Way (Segment 1 East), Southside of Los Gatos Creek From Elm Ave to former railroad corridor (Segment 2), Northside of Cambridge Ave from Monterey Ave to e/o Sunset St (Segment 13), and Northside of Coalinga Sports Complex from e/o Sunset St to Elm Ave (Segment 14); Construct Class 1 paved multi-use trail	From: Phelps To: Elm Ave (SR33) Dist: 1.03	$1,296	3.02
Coalinga	LSTMP733	Various	Alley #38 Dorothy St between Polk and Valley, Alley #39 between Hayes and Roosevelt, Alley #40 between Maple and Acabedo, Alley #41-42 between 3rd and 4th St, Alley #43 between Joaquin and California, and Alley #44 between Joaquin and Nevada; Pave seven dirt alleyways.	From: Various To: Various Dist: 0.69	$770	1.10
Firebaugh	LSTMP821	12th St / Nees Ave	12th St / Nees Ave from West Railroad ROW to West City Limit; pavement rehabilitation	From: W RR ROW To: W City Limit Dist: 0.68	$1,141	1.10
Firebaugh	LSTMP635	Poso Canal	Poso Canal near the River Park and Maldonado Park parking lot at Zozaya St and Father Craig St: Pedestrian Improvements; Construct a pedestrian bridge across Poso Canal, and a crossing and entrance to Maldonado Park parking lot. (Toll Credits PE/CON)	From: Zozaya St To: Father Craig St Dist: N/A	$516	3.02
Fowler	LSTMP822	Adams Ave	Adams Ave from Stearns Ave to SR99 NB on-ramps; rehabilitation of pavement and pedestrian facilities (Toll Credits PE/CON)	From: Stearns Ave To: SR99 Dist: N/A	$286	1.10
Fowler	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	FRE090123	Golden State Corridor	Construct bicycle/pedestrian trail along Golden State Corridor from Merced St to South Ave.	From: unknown To: unknown Dist: N/A	$298	3.02
Fowler	LSTMP833	N/A	7th St and Merced St intersection; Construct a right turn pocket on eastbound Merced St, and relocate existing sidewalk, ADA ramp, streetlight.	From: 7th St To: Merced St Dist: N/A	$150	5.01
Fowler	LSTMP832	Sumner Ave	Sumner Ave from Sunnyside Ave to Merced St; Construct sidewalks and Class II bicycle lanes (Toll Credits PE/CON)	From: Sunnyside Ave To: Merced Ave Dist: N/A	$187	3.02
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	$500	4.01
Fresno Area Express (FAX)	FRE021503	N/A	Preventive Maintenance Expense	From: N/A To: N/A Dist: N/A	$12,200	2.01
Fresno Area Express (FAX)	FRE021504	N/A	Contracted Paratransit Service Operations	From: N/A To: N/A Dist: N/A	$7,500	2.01
Fresno Area Express (FAX)	FRE021506	N/A	Capital Lease - Vehicle Tire Lease	From: N/A To: N/A Dist: N/A	$438	2.01
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	$760	2.07
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	$3,001	2.08
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	$100	2.05
Fresno Area Express (FAX)	FRE130081	N/A	Project administration for FAX capital program.	From: N/A To: N/A Dist: N/A	$750	4.01
Fresno Area Express (FAX)	FRE210004	N/A	Modernize and relocate FAX Bus Wash and Vault Facility to improve efficiency and security	From: N/A To: N/A Dist: N/A	$870	2.08
Fresno Area Express (FAX)	FRE210005	N/A	Installing charging equipment and necessary infrastructure to accommodate the charging needs of new zero-emissions battery-electric buses	From: N/A To: N/A Dist: N/A	$2,631	2.06
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	$2,295	2.08
Fresno Area Express (FAX)	LSTMP726	N/A	Southwest Fresno transit service expansion on Route No. 29; to include three years of operating support. Expanded route to begin at Courthouse Park and end near intersection of S. Orange Ave and E. Central Ave.	From: N/A To: N/A Dist: N/A	$3,201	2.01
Fresno Area Express (FAX)	LSTMP786	N/A	Purchase new vehicles and equipment to maintain bus stops	From: N/A To: N/A Dist: N/A	$685	2.02

Exempt Project Listing (In $1000)

Jurisdiction/ Agency	TIP/RTP Project ID	Facility Name/Route	Project Description	Project Limits	Estimated Cost	Exemption Code
Fresno Area Express (FAX)	LSTMP788	N/A	Improve concrete; add ramps, and misc. amenities to improve access to bus stops throughout the service area.	From: N/A To: N/A Dist: N/A	$912	2.08
Fresno Area Express (FAX)	LSTMP789	N/A	Implement multi-phase service changes as a pilot project to increase ridership and better serve currently under-served areas of Fresno [LCTOP funds: 20/21: $832,000, 21/22: $1,000,000, 22/23: $1,000,000]	From: N/A To: N/A Dist: N/A	$3,300	2.01
Fresno Area Express (FAX)	LSTMP793	N/A	Conduct air-flow studies and retrofit buses and facilities with anti-viral filtration devices and barriers	From: N/A To: N/A Dist: N/A	$2,481	2.05
Fresno Area Express (FAX)	LSTMP802	N/A	Fresno Area Express, Routes 3, 45, and 20; service extensions and frequency improvements	From: N/A To: N/A Dist: N/A	$6,631	2.01
Fresno Area Express (FAX)	LSTMP846	N/A	Conduct repairs and upgrades to the FAX Handy Ride Facility	From: N/A To: N/A Dist: N/A	$50	2.08
Fresno Area Express (FAX)	LSTMP847	N/A	Conduct repairs and upgrades to the FAX Maintenance Facility	From: N/A To: N/A Dist: N/A	$2,947	2.08
Fresno Area Express (FAX)	LSTMP848	N/A	Conduct repairs and upgrades to the FAX facility security camera system	From: N/A To: N/A Dist: N/A	$500	2.04
Fresno Area Express (FAX)	LSTMP849	N/A	Conduct repairs and upgrades to CNG buses to extend their useful life	From: N/A To: N/A Dist: N/A	$692	2.03
Fresno Area Express (FAX)	LSTMP850	N/A	Purchase hydrogen fuel cell electric buses as replacement or expansion	From: N/A To: N/A Dist: N/A	$2,418	2.10
Fresno Council of Governments	FRE001101	NA	Planning, Programming and Monitoring.	From: NA To: NA Dist: N/A	$1,995	4.01
Fresno County	LSTMP804	Adams Ave	Adams Ave from .25 mi w/o Locan Ave Ave to Academy Ave; Construct 4-foot wide paved shoulders on each side of Adams Ave between .25 mi w/o Locan Ave and McCall Ave Construct 6-foot wide paved shoulders on each side of Adams Ave between McCall Ave and Academy Ave, and place asphalt-concrete overlay for Locan to Academy	From: Locan Ave To: Academy Ave Dist: 5.75	$6,296	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	$3,308	1.10
Fresno County	LSTMP800	American Ave	American Ave from Peach Ave to Temperance Ave; Construct 8-foot wide and 4-foot wide paved shoulders on each side of the newly constructed 24-foot travel way.	From: Peach Ave To: Temperance Ave Dist: N/A	$3,078	1.04
Fresno County	LSTMP675	Biola Ave	Biola Ave from Shaw Ave to G St, and C St from Biola Ave to e/o Biola Ave; Construct concrete sidewalk, curb & gutter, ADA curb ramps, and drainage facilities. Install lighted crosswalk signs on Biola Avenue.	From: Shaw Ave To: G St Dist: N/A	$1,743	3.02
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	$1,960	1.19
Fresno County	LSTMP643	Goodfellow Ave	Goodfellow Ave from 0.71 E/O Channel Rd to Reed Ave. Shoulder improvements; construct 8-foot wide paved shoulders on each side of existing travel way.	From: 0.71 E/O Channel Rd To: Reed Ave Dist: 4	$4,686	1.04
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. A hot mix asphalt concrete overlay will be placed on the road within the project limits.	From: Dickensen Ave To: Madera Ave Dist: 5.0	$4,873	1.04
Fresno County	LSTMP610	Jensen Ave	Jensen Ave from Fig Ave to Fruit Ave; Road rehabilitation, including bike lanes and curb ramps (Toll Credits for CON)	From: Fig To: Fruit Dist: 1	$4,144	1.10
Fresno County	LSTMP659	Jensen Ave	Jensen Ave from Fruit Ave to West Ave; Road rehabilitation, including bike lane striping	From: Fruit Ave To: .43 w/o Fruit Ave Dist: .43	$1,597	1.10
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	1.10

Exempt Project Listing (In $1000)

Jurisdiction/ Agency	TIP/RTP Project ID	Facility Name/Route	Project Description	Project Limits	Estimated Cost	Exemption Code
Fresno County	LSTMP644	Mountain View Ave	Mountain View Ave from Fowler Ave to McCall Ave. Shoulder improvements; construct 8-foot wide paved shoulders on each side of existing travel way.	From: Fowler Ave To: McCall Ave Dist: 4.22	$3,933	1.04
Fresno County	LSTMP760	Mt Whitney Ave	Mt. Whitney Ave from Marks Ave to Blythe Ave; Road rehabilitation/reconstruction, shoulders, curb, gutter, sidewalk replacement, and storm drainage improvement on north and south sides of Mt. Whitney between Alva Ave and Feland Ave.	From: Marks Ave To: Blythe Ave Dist: 1.5	$8,951	1.10
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	FRE150019	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 that will be striped for 2 lanes only.	From: E Manning Ave To: Travers Creek Dist: N/A	$4,609	1.19
Fresno County	LSTMP281	N/A	Bridge NO. 42C0074, W Nees Ave, Over Delta - Mendota 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	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	$1,580	1.19
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	$3,103	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
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	$1,605	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 4 lane bridge with 4 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	LSTMP623	N/A	Intersection of Fowler Ave and Olive Ave; traffic signal installation and roadway improvements	From: Olive Ave To: Fowler Ave Dist: N/A	$2,926	5.02
Fresno County	LSTMP651	N/A	BRIDGE NO. 42C0496, N DEL REY AVE, OVER FRESNO CANAL, 0.5 MI SOUTH OF MCKINLEY. Replace 2 lane bridge with 2 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	LSTMP670	N/A	At the intersection of Ashlan Ave. and Palm Ave; Upgrade existing 2-phase fixed timed traffic signal to 8-phase to include, but not limited to, left-turn phasing, larger vehicle heads, and new 2070 controller.	From: Ashlan Ave To: Palm Ave Dist: N/A	$956	1.06

Exempt Project Listing (In $1000)

Jurisdiction/ Agency	TIP/RTP Project ID	Facility Name/Route	Project Description	Project Limits	Estimated Cost	Exemption Code
Fresno County	LSTMP766	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	$2,543	1.02
Fresno County	LSTMP776	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 standard 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	$2,508	1.19
Fresno County	LSTMP779	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	LSTMP780	N/A	BRIDGE NO. 42C0269, MILLERTON ROAD OVER LITTLE DRY CREEK, 2.6 MILES EAST OF AUBERRY ROAD. Replace single lane bridge as two lane bridge. Toll credits programmed for PE, R/W, & CON.	From: Millerton Road To: Little Dry Creek, 2.6 Mi E of Auberry Rd Dist: N/A	$3,447	1.02
Fresno County	LSTMP851	N/A	At the intersection of Millerton Road and Marina Drive; Install traffic signal and other related intersection improvements	From: Millerton Rd To: Marina Dr Dist: N/A	$3,450	5.02
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	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
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
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	1.10
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 Rural Transit Agency	FRE111358	N/A	Annual Operating Budget and Preventive Maintenance	From: N/A To: N/A Dist: N/A	$31,356	2.01
Fresno County Rural Transit Agency	LSTMP755	N/A	Capital bus replacement to purchase five (5) BYD 30 foot electric buses	From: N/A To: N/A Dist: N/A	$3,355	2.10
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	$60,334	4.09
Fresno Unified School District	LSTMP757	N/A	Fresno Unified School District; Replace three (3) gross polluting school buses with three (3) new compressed natural gas low emission school buses.	From: N/A To: N/A Dist: N/A	$660	2.10
Fresno	LSTMP723	Barton Ave / Florence Ave	Eastside of Barton Ave from Church to Florence, and Florence Ave from Barton to 105 ft w/o Jackson; Install sidewalk, curb ramps, curb and gutter.	From: Church / Barton To: Florence / Jackson Dist: N/A	$361	3.02
Fresno	LSTMP711	Blackstone Ave	Blackstone Ave from Minarets to Nees; AC Overlay, Class II bike lane, sidewalk, curb ramps, curb, gutter, signage, striping, signal loops (Toll Credits: PE/ROW/CON)	From: Minarets To: Nees Dist: .64	$3,141	1.10
Fresno	LSTMP720	Blackstone Ave	Blackstone: McKinley to Shields; Class IV protected bike lane, traffic calming, curb ramp and median nose recon, bus stop platforms, signing and striping.	From: McKinely To: Shields Dist: N/A	$2,168	3.02
Fresno	LSTMP799	California Ave	California Ave between Fruit Ave and Mayor Ave/Tupman St; Install approx. 1.17 miles of Class IV bicycle facilities, Install approx. 1,190 LF of sidewalks (southside of California from Fruit to Thorne, and northside of California from Kern to Pottle), Install HAWK at existing crosswalk between Tulare and Kern, 13 street lights along corridor, MLK/Pottle intersection reconfiguration	From: Fruit Ave To: Mayor Ave Dist: N/A	$5,555	3.02
Fresno	FRE190020	Cedar	Cedar Ave from Church Ave to Jensen Ave; grind, overlay, road diet, Class II bike lane, curb ramps, curb, gutter, signage, striping, and signal loops	From: Church To: Jensen Dist: .56	$1,877	1.10
Fresno	LSTMP823	Cedar Ave	Cedar Ave from Herndon Ave to Alluvial Ave; pavement overlay, buffered and non-buffered class II facilities, curb ramp replacements, vehicle and bicycle detection loops (Toll Credits PE/ROW/CON)	From: Herndon Ave To: Alluvial Ave Dist: N/A	$2,240	1.10

Exempt Project Listing (In $1000)

Jurisdiction/ Agency	TIP/RTP Project ID	Facility Name/Route	Project Description	Project Limits	Estimated Cost	Exemption Code
Fresno	LSTMP662	Chestnut Ave	Chestnut Ave from Kings Canyon to Butler; Asphalt overlay and installation of curb ramps, signal loop detectors, class II bike lanes, signage and striping (Toll Credits for ROW & CON)	From: Kings Canyon To: Butler Dist: 0.5	$2,530	1.10
Fresno	LSTMP796	Clovis Ave	Clovis Ave from Shields Ave to American Ave; install adaptive ITS system, upgrade detection, synchronize corridor.	From: Shields Ave To: American Ave Dist: N/A	$2,720	5.07
Fresno	FRE210008	E Street	E Street from El Dorado St to Ventura St; 4LU to 3LU (El Dorado to Tulare), sidewalks, curb ramps, streetlights, buffered Class II bike lanes, traffic signal modifications at E/Fresno and E/Tulare	From: El Dorado St To: Ventura St Dist: 1.28	$5,070	1.10
Fresno	LSTMP819	First St	First street from Tulare Ave to Olive Ave; grind/overlay, curb ramp and median nose reconstruction, class IV bike facilities, signage, striping, and vehicle loop replacement	From: Tulare Ave To: Olive Ave Dist: 1.02	$5,347	1.10
Fresno	LSTMP736	Friant Ave	Friant Ave from Shepherd to Copper River; install Adaptive ITS System, upgrade detection, and synchronize corridor	From: Shepherd To: Copper River Dist: N/A	$2,240	5.07
Fresno	LSTMP812	Herndon Ave	Herndon Ave from Valentine Ave to Marks Ave; grind, overlay, reconstruction, curb ramps, signage, striping, and detector loop replacement	From: Valentine Ave To: Marks Ave Dist: N/A	$1,282	1.10
Fresno	FRE190018	N/A	McKinley Ave and Blythe Ave: traffic signal, left turn pockets McKinley Ave (northside) from Cecelia Ave to 400' e/o Blythe Ave: sidewalk, bike lane, curb, curb ramps, gutter,storm drain, streetlights, signing and striping. Blythe Ave (westside) from McKinley to Weldon Ave: Sidewalk	From: McKinley Ave To: Blythe Ave Dist: N/A	$2,496	3.02
Fresno	LSTMP721	N/A	Intersection of Butler Ave and 8th Ave, and intersection of Orange Ave and Lowe Ave, and various locations near both intersections; install traffic signals, pedestrian countdown equipment, sidewalks, curb rams, curb, gutter, signing, and striping.	From: Butler/8th To: Orange/Lowe Dist: N/A	$1,251	3.02
Fresno	LSTMP724	N/A	Intersection of Fresno St and Browning Ave; Install traffic signal, pedestrian countdown equipment, accessible pedestrian signal equipment, curb ramps, curb, gutter, signing and striping.	From: Fresno St To: Browning Ave Dist: N/A	$660	3.02
Fresno	LSTMP769	N/A	Install signal/scramble at Chestnut & Weldon, HAWK at First & Home, and establish Bicycle and Pedestrian Safety Week educational campaign at Ericson & Mayfair Elementary Schools.	From: Chestnut/Weldon To: First/Home Dist: N/A	$1,512	3.02
Fresno	LSTMP811	N/A	Barstow Ave and Bond Ave intersection; install traffic signal	From: Barstow Ave To: Bond Ave Dist: N/A	$1,125	5.02
Fresno	LSTMP803	Palm Ave	ITS Palm Ave from Herndon Ave to Shaw Ave; Install adaptive TS synchronization and pedestrian improvements; ASCT, pedestrian accessible buttons and countdown displays	From: Herndon Ave To: Shaw Ave Dist: 2	$2,170	5.07
Fresno	LSTMP712	Shaw Ave	Shaw Ave from Cedar to Chestnut; install LED streetlights with pedestrian scale lighting, underground conduit.	From: Cedar To: Chestnut Dist: N/A	$954	1.18
Fresno	LSTMP824	Shaw Ave	Shaw Ave from Fruit Ave to 950' e/o Palm Ave; grind, overlay, curb ramps, median nose modification, signage, striping, and vehicle detection loop replacement	From: Fruit Ave To: Palm Ave Dist: 0.7	$3,040	1.10
Fresno	FRE190010	Various	Northside of Jensen Ave; Knight to MLK: Install Class I Trail on Northside, and install Class II Bike Path Church Ave; Walnut to MLK: Install Class I Trail on Southside, and install Class II Bike Lane Walnut Ave; Jensen to Church: Install Class II Bike Lane MLK Jr. Blvd; Jensen to Church: Install Class II Bike Lane, and install sidewalks on Westside Walnut Ave; various locations between Jensen and Church: Install sidewalks	From: Various To: Various Dist: N/A	$5,514	3.02
Fresno	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	$1,486	1.06
Fresno	LSTMP669	Various	In the City of Fresno at twenty-five (25) signalized intersections (Fresno Street crossings at Thomas and San Jose; the intersection of Fresno and R Street (east/west), the intersection of Fresno and Clinton and various intersections along Fresno from B Street to Friant Road); Install two HAWK signals, two protected left turn signals and upgrade pedestrian countdown equipment.	From: Various To: Various Dist: N/A	$2,190	1.06

Exempt Project Listing (In $1000)

Jurisdiction/ Agency	TIP/RTP Project ID	Facility Name/Route	Project Description	Project Limits	Estimated Cost	Exemption Code
Fresno	LSTMP829	Various	Chestnut Ave neighborhood, area bound by Chestnut Ave, Tulare St, Willow Ave, and Belmont Ave; sidewalk gap infill and curb ramp replacement (Toll Credits PE/ROW)	From: Various To: Various Dist: N/A	$3,405	3.02
Huron	FRE210009	9th St	9th street at Lassen Ave (SR 269) and Railroad Ave; realign 9th St to align with Railroad Ave, eliminating access to Huron Ave from Lassen Ave	From: Lassen Ave To: Railroad Ave Dist: N/A	$459	1.10
Huron	LSTMP801	9th St	9th St from 500 ft e/o Giffen to Siskiyou; dirt roadway paving (Toll Credits PE/CON)	From: Giffen To: Siskiyou Dist: 0.454	$229	1.10
Huron	LSTMP831	Granada/Orange	Between Granada and Orange Streets from Tornado Ave to Cherry St; Dirt Alley Paving (Toll Credits PE/CON)	From: Tornado To: Cherry Dist: 0.057	$160	1.10
Kerman	LSTMP830	California Ave	California Ave from 9th St to Vineland Ave; sidewalk gap closure and pedestrian safety improvements	From: 9th St To: Vineland Ave Dist: 0.2	$249	3.02
Kerman	LSTMP816	Goldenrod Ave	Goldenrod Ave from Kearney Blvd to the San Joaquin Valley Railroad (SJVRR - approx. 250' n/o California Ave); pavement rehabilitation, replacement of damaged curb, gutter, sidewalk sections, ADA compliant curb ramps, signage, and striping.	From: Kearney Ave To: 250' n/o California Ave Dist: 0.45	$647	1.10
Kerman	LSTMP814	Siskiyou Ave	Siskiyou Ave from Whitesbridge Ave to Kearney Ave; pavement rehabilitation, replacement of damaged curb, gutter, sidewalk sections, ADA compliant curb ramps, signage, and striping.	From: Whitesbridge Rd To: Kearney Blvd Dist: N/A	$959	1.10
Kings Canyon Unified School District	LSTMP646	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	$431	2.10
Kingsburg	LSTMP637	18th Ave	West-side of 18th Ave from Sierra St to Stroud Ave; Construct sidewalks	From: Sierra To: Stroud Dist: N/A	$314	3.02
Kingsburg	LSTMP836	20th/21st Alley	20th Ave/21st Ave from Sierra St to Mariposa St; construct alley pavement (Toll Credits PE/CON)	From: Sierra St To: Mariposa St Dist: N/A	$275	1.10
Kingsburg	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	$487	3.02
Kingsburg	LSTMP825	Madsen Ave	Madsen Ave from Kamm Ave to Stroud Ave; rehabilitation of pavement and pedestrian facilities (Toll Credits PE/CON)	From: Kamm Ave To: Stroud Ave Dist: N/A	$673	1.10
Kingsburg	LSTMP835	Mehlert/Warkentin Alley	Mehlert St/Warkentin St from 14th Ave to 10th Ave; construct alley pavement (Toll Credits PE/CON)	From: 14th Ave To: 10th Ave Dist: N/A	$275	1.10
Kingsburg	LSTMP582	N/A	Intersection of Sierra St (Conejo Ave) at Bethel Ave; Construct a single lane roundabout. (Toll Credits CMAQ CON)	From: Sierra St (Conejo Ave) To: Bethel Ave Dist: N/A	$1,326	1.06
Kingsburg	LSTMP834	N/A	Sierra St at Draper St and 19th Ave; Install crosswalk advanced warning Rectangular Rapid Flashing Beacons (RRFB), updated signage and striping (Toll Credits PE/CON)	From: Sierra/Draper To: Sierra/19th Dist: N/A	$247	3.02
Mendota	FRE150035	N/A	City of Mendota; Intersection of Derrick (SR180) and Oller (SR33); Roundabout	From: Derrick (SR180) To: Oller (SR33) Dist: N/A	$4,201	1.07
Mendota	LSTMP604	Various	Rehabilitate 5th Street from Quince to Derrick and Quince Street from 5th St to 6th St including upgrades to curb ramps and alley approaches.	From: Various To: Various Dist: 0.3	$1,344	1.10
Orange Cove	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	$297	1.10
Orange Cove	LSTMP843	Park Blvd	Park Blvd from Anchor Ave to 5th St; Chip seal and restripe existing east and westbound lanes	From: Anchor Ave To: 5th St Dist: N/A	$287	1.10
Parlier	LSTMP806	Manning Ave	Manning Ave from Academy Ave to Zediker Ave; Grind, overlay, signal loops, restripe, median island construction/rehab with landscaping	From: Academy Ave To: Zediker Ave Dist: N/A	$2,421	1.10
Parlier	LSTMP842	N/A	Parlier Ave at Newmark Ave; Construct one-lane roundabout with pedestrian and bicycle crossing facility enhancements	From: Parlier Ave To: Newmark Ave Dist: N/A	$1,600	5.01
Reedley	LSTMP837	Columbia Ave	Columbia Ave from 380' n/o Ann Dr to Parlier Ave (east side); install curb, gutter, sidewalk, driveways, curb ramps and pave shoulder (Toll Credits PE/CON)	From: Ann Dr To: Parlier Ave Dist: 0.074	$220	3.02
Reedley	LSTMP810	Dinuba Ave	Dinuba Ave from East Ave to Buttonwillow Ave, and G street from Dinuba Ave to East Ave; reconstruction, sidewalks, curb ramps, driveways, curb, gutter, street lights, storm drain (Toll Credits PE/ROW/CON)	From: East Ave To: Buttonwillow Ave Dist: N/A	$3,653	1.10
Reedley	LSTMP838	Dinuba Ave	Dinuba Ave from Riverview Ave to I St; Install sidewalk, curb ramps, driveways, alley, curb and gutter	From: Riverview Ave To: I St Dist: N/A	$515	3.02
Reedley	LSTMP826	Frankwood Ave	Frankwood Ave from Dinuba Ave to Southern City Limits; grind/overlay existing pavement (Dinuba Ave to Herbert Ave), slurry seal (Herbert Ave to southern City Limits), close minor sidewalk gaps, curb ramps, curb and gutter	From: Dinuba Ave To: Southern City Limits Dist: 0.74	$1,217	1.10
Reedley	FRE190012	N/A	Purchase 1 CNG Street Sweeper	From: N/A To: N/A Dist: N/A	$348	2.02

Exempt Project Listing (In $1000)

Jurisdiction/ Agency	TIP/RTP Project ID	Facility Name/Route	Project Description	Project Limits	Estimated Cost	Exemption Code
San Joaquin	LSTMP728	Sutter Ave	Sutter Ave from Railroad ROW to Manning Ave; construct a paved roadway surface over the unpaved travel lane and rehabilitate the existing roadway surface	From: Railroad To: Manning Dist: 0.68	$1,140	1.10
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	2.10
Sanger Unified School District	LSTMP647	N/A	Sanger Unified School District; Replace 2 old gross polluting diesel school buses with 2 new compressed natural gas (CNG) school buses.	From: N/A To: N/A Dist: N/A	$440	2.10
Sanger	LSTMP818	Almond Ave	Almond Ave from Bethel Ave to Greenwood Ave; pavement reconstruction, replacement of damaged curb and gutter, reconstruction of non-compliant accessible curb ramps, construction of new sidewalk on northside of roadway where none exists.	From: Bethel Ave To: Greenwood Ave Dist: 0.5	$814	1.10
Sanger	LSTMP813	Bethel Ave	Bethel Ave from City Limits to 400' s/o Jenni Ave; road rehabilitation including asphalt grinding, crack filling, wheel path dig-outs, pavement reinforcing mat, asphalt overlay, and ADA compliant curb ramps	From: Jenni Ave To: City Limits Dist: 0.7	$1,226	1.10
Sanger	LSTMP805	N/A	At the intersection of Jensen Ave and Indianola Ave; Install new three-phase traffic signal system	From: Jensen Ave To: Indianola Ave Dist: N/A	$583	5.02
Sanger	LSTMP839	N/A	Bethel Ave at Almond Ave; Install new three-phase traffic signal system	From: Bethel Ave To: Almond Ave Dist: N/A	$546	5.02
Sanger	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
Selma	LSTMP827	Dinuba Ave	Dinbua Ave from McCall Ave to Dockery St; rehab/reconstruct roadway, restriping (Toll Credits PE/CON)	From: McCall Ave To: Dockery St Dist: N/A	$886	1.10
Selma	LSTMP828	Dinuba Ave	Dinuba Ave from Thompson Ave to McCall Ave; rehab/reconstruct roadway, restriping (Toll Credits PE/CON)	From: Thompson Ave To: McCall Ave Dist: N/A	$858	1.10
Selma	LSTMP841	Merced / Stillman / Tulare	Merced Ave, Stillman Ave, Tulare Ave from McCall Ave to Wright St; Construct pavement, concrete valley gutter, and alley drive approaches (Toll Credits: PE/CON)	From: McCall Ave To: Wright St Dist: 0.5	$580	1.10
Selma	LSTMP735	N/A	At the intersection of McCall and Dinuba; Install traffic signal	From: McCall To: Dinuba Dist: N/A	$947	5.02
Selma	LSTMP840	N/A	Mill St at Orange Ave; Construct pavement Park & Ride lot, landscape area and drive approaches (Toll Credits: PE/CON)	From: Mill St To: Orange Ave Dist: N/A	$505	4.12
SouthWest Transportation Agency	LSTMP648	N/A	Southwest Transportation Agency; Replace 2 old gross polluting diesel school buses with 2 new compressed natural gas (CNG) school buses.	From: N/A To: N/A Dist: N/A	$480	2.10
SouthWest Transportation Agency	LSTMP759	N/A	Southwest Transportation Agency; Replace two (2) gross polluting diesel school buses with two (2) alternative fuel compressed natural gas school buses.	From: N/A To: N/A Dist: N/A	$510	2.10

APPENDIX C

CONFORMITY ANALYSIS DOCUMENTATION

2022 RTP Conformity Analysis Results Summary -- Fresno

Standard	Analysis Year	Emissions Total		DID YOU PASS?	
		ROG (tons/day)	NOx (tons/day)	ROG	NOx
2008 and 2015 Ozone	2023 Budget	5.5	14.1		
	2023	4.9	12.6	YES	YES
	2026 Budget	4.9	13.2		
	2026	4.2	11.3	YES	YES
	2029 Budget	4.5	12.4		
	2029	3.8	10.5	YES	YES
	2031 Budget	4.2	12.1		
	2031	3.5	10.1	YES	YES
	2037	3.2	10.5	YES	YES
	2046	2.8	10.3	YES	YES

Standard	Analysis Year	Emissions Total		DID YOU PASS?	
		PM-10 (tons/day)	NOx (tons/day)	PM-10	NOx
PM-10	Adjusted 2020 Budget	7.5	24.7		
	2022	7.5	18.4	YES	YES
	Adjusted 2020 Budget	7.8	24.2		
	2029	7.8	10.8	YES	YES
	Adjusted 2020 Budget	8.5	23.2		
	2037	8.5	10.8	YES	YES
	Adjusted 2023 Budget	8.2	23.6		
	2046	8.2	10.6	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
2022	1.611	18.417	5.020		0.596		0.307		7.5	18.4
2029	1.599	10.819	5.177		0.596		0.428		7.8	10.8
2037	1.810	10.779	5.522		0.596		0.597		8.5	10.8
2046	1.837	10.562	5.630		0.596		0.110		8.2	10.6

Standard	Analysis Year	Emissions Total		DID YOU PASS?	
		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
1997 24-Hour PM2.5 Standard	2020 Budget	0.9	25.3		
	2023	0.7	13.1	YES	YES
	2020 Budget	0.9	25.3		
	2029	0.7	10.9	YES	YES
	2020 Budget	0.9	25.3		
	2037	0.8	10.8	YES	YES
	2020 Budget	0.9	25.3		
	2046	0.8	10.6	YES	YES

Standard	Analysis Year	Emissions Total		DID YOU PASS?	
		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
1997 Annual PM2.5 Standard	2023 Budget	0.8	15.1		
	2023	0.7	13.1	YES	YES
	2023 Budget	0.8	15.1		
	2029	0.7	10.9	YES	YES
	2023 Budget	0.8	15.1		
	2037	0.8	10.8	YES	YES
	2023 Budget	0.8	15.1		
	2046	0.8	10.6	YES	YES

Standard	Analysis Year	Emissions Total		DID YOU PASS?	
		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
2006 PM2.5 Winter 24-Hour Standard	2023 Budget	0.8	15.5		
	2023	0.7	13.4	YES	YES
	2024 Budget	0.8	15.0		
	2024	0.7	13.0	YES	YES
	2024 Budget	0.8	15.0		
	2031	0.7	10.7	YES	YES
	2024 Budget	0.8	15.0		
	2037	0.8	11.0	YES	YES
	2024 Budget	0.8	15.0		
	2046	0.8	10.8	YES	YES

Standard	Analysis Year	Emissions Total		DID YOU PASS?	
		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
2012 Annual PM2.5 Standard (Moderate)	2022 Budget	0.9	21.2		
	2022	0.7	18.5	YES	YES
	2022 Budget	0.9	21.2		
	2025	0.7	12.1	YES	YES
	2022 Budget	0.9	21.2		
	2029	0.7	10.9	YES	YES
	2022 Budget	0.9	21.2		
	2037	0.8	10.8	YES	YES
	2022 Budget	0.9	21.2		
	2046	0.8	10.6	YES	YES

UPCOMING BUDGET TEST

(Note: EPA Action is Pending as of This Analysis; The 2012 PM2.5 Moderate Budget Test Above Will be Used if EPA Doesn't Determine Adequacy or Approval of the New Serious Area Budgets before Federal Approval of the 2022 RTP Conformity Analysis)

Standard	Analysis Year	Emissions Total		DID YOU PASS?	
		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
2012 Annual PM2.5 Standard	2022 Budget	0.9	21.2		
	2022	0.7	18.5	YES	YES
	2025 Budget	0.8	14.3		
	2025	0.7	12.1	YES	YES
	2025 Budget	0.8	14.3		
	2029	0.7	10.9	YES	YES
	2025 Budget	0.8	14.3		
	2037	0.8	10.8	YES	YES
	2025 Budget	0.8	14.3		
	2046	0.8	10.6	YES	YES

EMFAC Emissions (tons/day)

FRESNO

Pollutant	Source	Description	2022	2023	2024	2025	2026	2029	2031	2037	2046
Ozone 2008 and 2015 standards (2016 Ozone SIP)	EMFAC 2014 (Summer Run)	ROG Total Exhaust (All Vehicles Total)		4.84			4.19	3.75	3.47	3.14	2.72
		Conformity Total		4.90			4.20	3.80	3.50	3.20	2.80
Ozone 2008 and 2015 standards (2016 Ozone SIP)	EMFAC 2014 (Summer Run)	NOx Total Exhaust (All Vehicles Total)		12.50			11.23	10.41	10.04	10.40	10.20
		Conformity Total		12.60			11.30	10.50	10.10	10.50	10.30
PM-10 (2007 Maintenance SIP)	EMFAC 2014 (Annual Run)	PM-10 Total (All Vehicles Total) * includes tire & brake wear	1.61					1.60		1.81	1.84
		Conformity Total	1.61					1.60		1.81	1.84
PM-10 (2007 Maintenance SIP)	EMFAC 2014 (Annual Run)	NOx Total Exhaust (All Vehicles Total)	18.42					10.82		10.78	10.56
		Conformity Total	18.42					10.82		10.78	10.56
PM2.5 24-Hour 1997 standards (2018 PM2.5 SIP)	EMFAC 2014 (Annual Run)	PM2.5 Total Exhaust (All Vehicles Total) * includes tire & brake wear		0.67				0.66		0.74	0.75
		Conformity Total		0.70				0.70		0.80	0.80
PM2.5 24-Hour 1997 standards (2018 PM2.5 SIP)	EMFAC 2014 (Annual Run)	NOx Total Exhaust (All Vehicles Total)		13.05				10.82		10.78	10.56
		Conformity Total		13.10				10.90		10.80	10.60
PM2.5 Annual 1997 standards (2018 PM2.5 SIP)	EMFAC 2014 (Annual Run)	PM2.5 Total Exhaust (All Vehicles Total) * includes tire & brake wear		0.67				0.66		0.74	0.75
		Conformity Total		0.70				0.70		0.80	0.80
PM2.5 Annual 1997 standards (2018 PM2.5 SIP)	EMFAC 2014 (Annual Run)	NOx Total Exhaust (All Vehicles Total)		13.05				10.82		10.78	10.56
		Conformity Total		13.10				10.90		10.80	10.60
PM2.5 24-hour 2006 standard (2018 PM2.5 SIP)	EMFAC 2014 (Winter Run)	PM2.5 Total Exhaust (All Vehicles Total) * includes tire & brake wear		0.67	0.67				0.66	0.74	0.75
		Conformity Total		0.70	0.70				0.70	0.80	0.80
PM2.5 24-hour 2006 standard (2018 PM2.5 SIP)	EMFAC 2014 (Winter Run)	NOx Total Exhaust (All Vehicles Total)		13.37	12.94				10.61	10.95	10.71
		Conformity Total		13.40	13.00				10.70	11.00	10.80
PM2.5 Annual 2012 standards (2018 PM2.5 SIP)	EMFAC 2014 (Annual Run)	PM2.5 Total Exhaust (All Vehicles Total) * includes tire & brake wear	0.70			0.66		0.66		0.74	0.75
		Conformity Total	0.70			0.70		0.70		0.80	0.80
PM2.5 Annual 2012 standards (2018 PM2.5 SIP)	EMFAC 2014 (Annual Run)	NOx Total Exhaust (All Vehicles Total)	18.42			12.01		10.82		10.78	10.56
		Conformity Total	18.50			12.10		10.90		10.80	10.60

Road Construction Dust

FRESNO

Description	2022		2029		2037		2046	
	Year	Lane Miles	Year	Lane Miles	Year	Lane Miles	Year	Lane Miles
Baseline	2005	6380	2022	6729	2029	6930	2037	7250
Horizon	2022	6729	2029	6930	2037	7250	2046	7316
Difference	17	349	7	201	8	320	9	66
Lane Miles per Year		21		29		40		7
Acres Disturbed		80		111		155		29
Acre-Months		1433		2002		2791		515
Emissions (tons/year)		157.585		220.186		307.056		56.627
Annual Average Day Emissions (tons)		0.432		0.603		0.841		0.155
District Rule 8021 Control Rates		0.290		0.290		0.290		0.290
Total Emissions (tons per day)		**0.307**		**0.428**		**0.597**		**0.110**

Paved Road Dust Emissions (tons/day)

FRESNO 2022

			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	7,504,460	2,739	209.294	203.552	0.558	0.075	0.516
Enter Arterial VMT ==>		Arterial	11,595,097	4,232	538.118	523.353	1.434	0.282	1.030
Enter Collector VMT ==>		Collector	2,595,224	947	120.442	117.137	0.321	0.407	0.190
		Urban	1,218,384	445	423.615	411.992	1.129	0.324	0.763
Enter Total of Urban and Rural		Rural	691,309	252	1039.734	1011.206	2.770	0.090	2.521
Local VMT Here =>	1,909,693								
		Totals	23,604,474	8,616	2331.204	2267.241	6.212		5.020

FRESNO 2029

			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	7,921,993	2,892	220.939	214.877	0.589	0.075	0.545
Enter Arterial VMT ==>		Arterial	11,828,099	4,317	548.931	533.870	1.463	0.282	1.050
Enter Collector VMT ==>		Collector	2,755,696	1,006	127.889	124.380	0.341	0.407	0.202
		Urban	1,254,033	458	436.010	424.047	1.162	0.324	0.785
Enter Total of Urban and Rural		Rural	711,536	260	1070.156	1040.793	2.851	0.090	2.595
Local VMT Here =>	1,965,569								
		Totals	24,471,358	8,932	2403.926	2337.968	6.405		5.177

FRESNO 2037

			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	10,698,929	3,905	298.386	290.199	0.795	0.075	0.735
Enter Arterial VMT ==>		Arterial	12,490,037	4,559	579.651	563.747	1.545	0.282	1.109
Enter Collector VMT ==>		Collector	2,865,362	1,046	132.979	129.330	0.354	0.407	0.210
		Urban	1,286,477	470	447.290	435.018	1.192	0.324	0.806
Enter Total of Urban and Rural		Rural	729,945	266	1097.843	1067.721	2.925	0.090	2.662
Local VMT Here =>	2,016,422								
		Totals	28,070,749	10,246	2556.149	2486.015	6.811		5.522

FRESNO 2046

			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	10,976,656	4,006	306.132	297.732	0.816	0.075	0.755
Enter Arterial VMT ==>		Arterial	12,700,198	4,636	589.404	573.233	1.571	0.282	1.128
Enter Collector VMT ==>		Collector	2,914,063	1,064	135.239	131.528	0.360	0.407	0.214
		Urban	1,311,064	479	455.839	443.332	1.215	0.324	0.821
Enter Total of Urban and Rural		Rural	743,895	272	1118.825	1088.127	2.981	0.090	2.713
Local VMT Here =>	2,054,960								
		Totals	28,645,877	10,456	2605.439	2533.952	6.942		5.630

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 2022

	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 2029

	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 2037

	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 2046

	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**

PM10 Emission Trading Worksheet

Fresno (SJV) CONFORMITY ESTIMATES (tons/day)

	2022		2029		2037		2046	
	PM10	NOx	PM10	NOx	PM10	NOx	PM10	NOx
Total On-Road Exhaust	1.611	18.417	1.599	10.819	1.810	10.779	1.837	10.562
Paved Road Dust	5.020		5.177		5.522		5.630	
Unpaved Road Dust	0.596		0.596		0.596		0.596	
Road Construction Dust	0.307		0.428		0.597		0.110	
Total	**7.534**	**18.417**	**7.801**	**10.819**	**8.526**	**10.779**	**8.174**	**10.562**

Difference (2020 Budget - 2022)

	PM10	NOx
2020 Budgets	7.0	25.4
2022	7.5	18.4
Difference	**-0.5**	**7.0**
* 1.5 (Adjustment to NOx Budget)	0.8	

Difference (2020 Budget - 2029)

	PM10	NOx
2020 Budgets	7.0	25.4
2029	7.8	10.8
Difference	**-0.8**	**14.6**
* 1.5 (Adjustment to NOx Budget)	1.2	

Difference (2020 Budget - 2037)

	PM10	NOx
2020 Budgets	7.0	25.4
2037	8.5	10.8
Difference	**-1.5**	**14.6**
* 1.5 (Adjustment to NOx Budget)	2.3	

Difference (2020 Budget - 2046)

	PM10	NOx
2020 Budgets	7.0	25.4
2046	8.2	10.6
Difference	**-1.2**	**14.8**
* 1.5 (Adjustment to NOx Budget)	1.8	

1:1.5 PM10 to NOx Trading

Adjusted 2020 Budget	**7.5**	**24.7**	TRADING WAS IMPLEMENTED
2022 Conformity Total	**7.5**	**18.4**	
Difference	**0.0**	**6.3**	**NOTE: FINAL DIFFERENCE MUST BE POSITIVE**

Adjusted 2020 Budget	**7.8**	**24.2**	TRADING WAS IMPLEMENTED
2029 Conformity Total	**7.8**	**10.8**	
Difference	**0.0**	**13.4**	**NOTE: FINAL DIFFERENCE MUST BE POSITIVE**

Adjusted 2020 Budget	**8.5**	**23.2**	TRADING WAS IMPLEMENTED
2037 Conformity Total	**8.5**	**10.8**	
Difference	**0.0**	**12.4**	**NOTE: FINAL DIFFERENCE MUST BE POSITIVE**

Adjusted 2020 Budget	**8.2**	**23.6**	TRADING WAS IMPLEMENTED
2046 Conformity Total	**8.2**	**10.6**	
Difference	**0.0**	**13.0**	**NOTE: FINAL DIFFERENCE MUST BE POSITIVE**

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

APPENDIX D

TIMELY IMPLEMENTATION DOCUMENTATION FOR TRANSPORTATION CONTROL MEASURES

Fresno Council of Governments
Timely Implementation Documentation
2021 FTIP Amendment #3 / 2018 RTP Amendment #4 / 2021 Conformity

RACM Commitment	Agency	Measure Title	Measure Description (not verbatim)	Implementation Status	
				2021 FTIP Amendment #3 / 2018 RTP Amendment #5 / 2021 Conformity (as of 05/2021)	2023 FTIP / 2022 RTP Conformity (as of 04/2022)
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 2020-21 Overall Work Program.	Fresno COG will continue to implement this program. Funding is included in the 2020-21 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.	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.	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.
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.

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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.

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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.	Latest traffic flow project(s) completed. The city will continue to evaluate traffic conditions and plan, program, and implement projects to provide free flowing traffic.	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 City's traffic flows are routinely observed and monitored during field escrusions. No additional need has yet to be indentified.	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.

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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.

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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/General 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 Plan. No adiditional needs identified at this time.

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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.

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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

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		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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		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	2021 FTIP Amendment #3 / 2018 RTP Amendment # 5 / 2021 Conformity (as of 05/2021)	2022 RTP / 2023 FTIP Conformity (as of 04/2022)
		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					

Fresno Council of Governments
Timely Implementation Documentation
2021 FTIP Amendment #3 / 2018 RTP Amendment #4 / 2021 Conformity

RACM Commitment	Agency	Commitment Description	Original Commitment Schedule	Commitment Funding	TIP	TIP Project ID	Project Description	2021 FTIP Amendment #3 / 2018 RTP Amendment # 5 / 2021 Conformity (as of 05/2021)	2022 RTP / 2023 FTIP Conformity (as of 04/2022)
					2002/2004	FRE020135	Install Traffic Signals on Lassen Ave. (SR 269) (4th and 9th Street intersections)	**Project is no longer designated as a TCM. The TCM Designation has been transferred to LSTMP727 / FRE190006.**	**Project is no longer designated as a TCM. The TCM Designation has been transferred to LSTMP727 / FRE190006.**
		SR269 Improvements			2002	FRE021001	SHOPP Lump-Sum Account Non-Capacity Increasing Projects: (Safety; Roadway/Roadside Rehab.; Damage Restoration; Operations & SHOPP TEA)	Complete	Complete
	Clovis	Shepherd Ave Signal Interconnect from Peach to DeWolf	2024	$1.14 M CMAQ	2021	LSTMP727	Shepherd Ave from Peach Ave to DeWolf Ave; Signal interconnect including installation of fiber optics and associated equipment	Project designated as TCM by CARB/EPA on July ##, 2021. Project will begin PE in October 2021 wth completion scheduled for 2023-2024	Project designated as TCM by CARB/EPA on June 30, 2021. Project will begin in FY21-22 wth completion scheduled for 2023-2024
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

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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
							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

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RACM Commitment	Agency	Commitment Description	Original Commitment Schedule	Commitment Funding	TIP	TIP Project ID	Project Description	2021 FTIP Amendment #3 / 2018 RTP Amendment # 5 / 2021 Conformity (as of 05/2021)	2022 RTP / 2023 FTIP Conformity (as of 04/2022)
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
							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

RACM Commitment	Agency	Commitment Description	Original Commitment Schedule	Commitment Funding	TIP	TIP Project ID	Project Description	2021 FTIP Amendment #3 / 2018 RTP Amendment # 5 / 2021 Conformity (as of 05/2021)	2022 RTP / 2023 FTIP Conformity (as of 04/2022)
		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
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.	Project is on track and progression continues	Project is on track and progression continues
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

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							Tranquility Curb/Gutter/Sidewalk & Street Reconstruction Phase V	Complete	Complete
							Del Ray Sidewalk/Curb & Gutter Reconstruction	Complete	Complete
ADDITIONAL PROJECTS IDENTIFIED									
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.

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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
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

APPENDIX E

PUBLIC MEETING PROCESS DOCUMENTATION

McClatchy

Beaufort Gazette
Belleville News-Democrat
Bellingham Herald
Bradenton Herald
Centre Daily Times
Charlotte Observer
Columbus Ledger-Enquirer
Fresno Bee
The Herald - Rock Hill
Herald Sun - Durham
Idaho Statesman
Island Packet
Kansas City Star
Lexington Herald-Leader
Merced Sun-Star
Miami Herald
el Nuevo Herald - Miami
Modesto Bee
Raleigh News & Observer
The Olympian
Sacramento Bee
Fort Worth Star-Telegram
The State - Columbia
Sun Herald - Biloxi
Sun News - Myrtle Beach
The News Tribune Tacoma
The Telegraph - Macon
San Luis Obispo Tribune
Tri-City Herald
Wichita Eagle

AFFIDAVIT OF PUBLICATION

Account #	Order Number	Identification	Order PO	Amount	Cols	Depth
20875	248015	Print Legal Ad - IPL0069072		$3,870.30	5	96 L

Attention: Mrs. Brenda Veenendaal

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

PUBLIC NOTICE

NOTICE OF PUBLIC HEARING ON THE DRAFT 2023 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM, THE DRAFT 2022 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITY STRATEGY, CORRESPONDING DRAFT CONFORMITY ANALYSIS, AND NOTICE OF AVAILABILITY OF DRAFT ENVIRONMENTAL IMPACT REPORT (SCH # 2021040014)

NOTICE IS HEREBY GIVEN that the Fresno Council of Governments (Fresno COG) will hold a public hearing on May 26, 2022 at 5:30 PM. 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 2023 Federal Transportation Improvement Program (2023 FTIP), the Draft 2022 Regional Transportation Plan/Sustainable Community Strategy (2022 RTP/SCS), the corresponding Draft Air Quality Conformity Analysis for the 2023 FTIP and 2022 RTP/SCS and the Draft Environmental Impact Report (EIR). The purpose of the public hearing is to receive public comments on these documents.

The 2023 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 2022 RTP/SCS is a long-term coordinated transportation/land use strategy to meet Fresno County transportation needs out to the year 2046.
- 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 2023 FTIP and 2022 RTP/SCS meet the air quality conformity requirements for ozone and particulate matter.

The Zoom meeting link and phone number will be available in the Policy Board agenda at https://agendas.fresnocog.org/. 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.

Two additional in-person public hearings will be held to receive public comments on the Draft 2022 Sustainable Communities Strategy (SCS) on May 3, 2022, at 5:00 P.M. at Selma Senior Community Center, 1710 Tucker St, Selma, CA 93662 and May 19, 2022, at 5:30 PM. at the Kerman Community Center, 15101 W Kearney Blvd, Kerman, CA 93630. Two virtual public hearings will be held via Zoom on May 17, 2022, at 12:00 PM. and May 24, 2022, at 6:00 PM. The agendas with Zoom meeting links will be available on the PlanFresno.com website.

A concurrent 55-day public review and comment period on the Draft EIR and related documents will commence on April 15, 2022 and conclude on June 10, 2022. 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 agendas.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 and Forestry Resources, Air Quality, Biological Resources, Climate Change, Cultural Resources & Tribal Cultural Resources, Energy and Energy Conservation, Geology/Soils/Mineral Resources, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use, Planning, and Recreation, Noise and Vibration, Population, Housing, and Employment, Public Utilities, Other Utilities, and Services Systems, Social and Economic Effects, Transportation/Traffic, and Wildfire. Although the 2023 FTIP and the 2022 RTP/SCS include areas containing sites that are subject to Government Code 65962.5, neither the 2023 FTIP nor the 2022 RTP/SCS propose site-specific development of any of those locations.

Public comments are welcomed at the hearing or may be submitted in writing by 5:00 PM. on June 10, 2022, to Kristine Cai at the address below.

After considering the comments, the documents will be considered for adoption, by resolution, by Fresno COG at a regularly scheduled meeting to be held on July 28, 2022. The documents will then be submitted to state and federal agencies for consideration and potential approval.

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

AVISO DE AUDIENCIA PÚBLICA SOBRE EL PLAN PRELIMINAR 2023 DEL PROGRAMA FEDERAL DE MEJORAMIENTO DEL TRANSPORTE, EL PLAN PRELIMINAR 2022 DEL PLAN DE TRANSPORTE REGIONAL/ ESTRATEGIA COMUNITARIA SOSTENIBLE, PLAN PRELIMINAR CORRESPONDIENTE DEL ANÁLISIS DE CONFORMIDAD, Y AVISO DE DISPONIBILIDAD DEL PLAN PRELIMINAR DEL INFORME DE IMPACTO AMBIENTAL (SCH # 2021040014)

POR LA PRESENTE SE NOTIFICA que el Consejo de Gobiernos de Fresno (Fresno COG) llevará a cabo una audiencia pública el 26 de Mayo de 2022 a las 5:30 PM. durante la reunión de la Junta de Políticas de Fresno COG en el edificio de las oficinas de Fresno COG en 2035 Tulare Street, Suite 201, Fresno, CA 93721 sobre el Plan Preliminar 2023 del Programa Federal de Mejoramiento del Transporte (2023 FTIP), el Plan Preliminar 2018 del Plan de Transporte Regional/Estrategia Comunitaria Sostenible (2022 RTP/SCS), el Plan Preliminar correspondiente del Análisis de la Conformidad de la Calidad del Aire para el FTIP 2023 y el RTP/SCS 2022 y el Informe Preliminar de Impacto Ambiental, (EIR). El objetivo de la audiencia pública es de recibir comentarios públicos sobre estos documentos.

- El FTIP 2023 es una lista a corto plazo de mejoras capitales y gastos operacionales utilizando fondos federales y estatales para proyectos de transporte en el Condado de Fresno durante los próximos cuatro años.
- El 2022 RTP/SCS es una estrategia de transporte/uso de la tierra coordinada a largo plazo para satisfacer las necesidades de transporte del Condado de Fresno hasta el año 2046.
- El documento del Plan Preliminar EIR proporciona un análisis de los impactos ambientales potenciales relacionados con la implementación del RTP/SCS según lo exige la Ley de Calidad Ambiental de California.
- El Análisis de Conformidad correspondiente contiene la documentación para respaldar un fallo de que el FTIP 2023 y el RTP/SCS 2022 cumplen con los requisitos de conformidad de la calidad del aire para el ozono y materia de particulas.

El enlace de la reunión a través de Zoom y el número de teléfono estarán disponibles en la agenda de la Junta de Políticas en **agendas.fresnocog.org**. Las personas con discapacidades pueden llamar a Fresno COG (con un preaviso de 3 días laborales) para solicitar las ayudas auxiliares necesarias para participar en la audiencia pública. Los servicios de traducción también están disponibles (con un preaviso de 3 días laborales) para los participantes que hablan cualquier idioma, por medio de servicios disponibles de traducción profesional.

Se llevarán a cabo dos audiencias públicas adicionales en persona para recibir comentarios públicos sobre el Plan Preliminar 2022 de la Estrategia de Comunidades Sostenibles (SCS) el 3 de Mayo de 2022, a las 5:00 PM. en el Centro Comunitario de Ancianos de Selma, 1710 Tucker St, Selma, CA 93662 y el 19 de Mayo de 2022, a las 5:30 PM. en el Centro Comunitario de Kerman, 15101 W Kearney Blvd, Kerman, CA 93630. Dos audiencias públicas virtuales se llevarán a cabo a través de Zoom el 17 de Mayo de 2022, a las 12:00 P.M. y el 24 de Mayo de 2022, a las 6:00 PM. Las agendas con enlaces a las reuniones de Zoom estarán disponibles en el sitio web de PlanFresno.com.

Un periodo concurrente de revisión y comentarios públicos de 55 días sobre el Plan Preliminar del EIR y los documentos relacionados comenzará el 5 de Abril, 2022 y concluirá el 10 de Junio, 2022. Los planes preliminares están disponibles para su revisión en la oficina de Fresno COG, ubicada en 2035 Tulare Street, Suite 201, Fresno, CA 93721 y en el sitio de internet de Fresno COG en **agendas.fresnocog.org**.

Con base en el análisis presentado en el Plan Preliminar del EIR, impactos ambientales directos y acumulativos potencialmente significativos e inevitables pueden ocurrir en las siguientes áreas de recursos: Estética, Recursos Agrícolas y Forestales, Calidad del Aire, Recursos Bióticos, Cambio Climático, Recursos Culturales y Recursos Culturales Tribales, Energía y Conservación de Energía, Geología/Suelos/ Recursos Minerales, Peligros y Materiales Peligrosos, Hidrología y Calidad del Agua, Uso de la Tierra y Planificación, y Recreación, Ruido y Vibración, Población, Vivienda y Empleos, Servicios Públicos, Otros Servicios Públicos y Sistemas de Servicios, Efectos Sociales Y Económicos, Transporte/Tráfico e Incendios Forestales. Aunque el FTIP de 2023 y el RTP/SCS de 2022 incluyen áreas que contienen sitios que están sujetos al Código de Gobierno 65962.5, ni el FTIP de 2023 ni el RTP/SCS de 2022 proponen el desarrollo específico del sitio de ninguna de esas ubicaciones.

Los comentarios públicos son bienvenidos en la audiencia o pueden enviarse por escrito antes de las 5:00 PM. el 10 de Junio, 2022 a Kristine Cai en la dirección que se encuentra abajo.

Después de considerar los comentarios, los documentos serán considerados para adopción, por resolución, por Fresno COG en una junta programada regularmente que se celebrará el 26 de Julio, 2022. Los documentos serán luego presentados a las agencias estatales y federales para su consideración y potencial aprobación.

Persona de Contacto: Kristine Cai, Deputy Director
2035 Tulare Street, Suite 201, Fresno, CA 93721
559-233-4148
kcai@fresnocog.org

IPL0069072
Apr 15 2022

COUNTY OF DALLAS
STATE OF TEXAS

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.

No. of Insertions: 1

Beginning Issue of: 04/15/2022

Ending Issue of: 04/15/2022

Isabel Capps

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

Dated: 04/15/2022

Stefani Beard

Notary Public in and for the state of Texas, residing in Dallas County

STEFANI SCOTT BEARD
My Notary ID # 131768951
Expires October 23, 2022

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BEFORE THE
FRESNO COUNCIL OF GOVERNMENTS
RESOLUTION NO. 2022-29

IN THE MATTER OF:
2022 RTP/SCS, 2023 FTIP, and
Corresponding Transportation
Conformity Analysis

RESOLUTION ADOPTING
2022 RTP/SCS, 2023 FTIP,
and Corresponding Transportation
Conformity Analysis

RESOLUTION
Fresno Council of Governments

R-2022-29

RESOLUTION ADOPTING THE
FRESNO COUNCIL OF GOVERNMENTS
2023 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM, THE 2022 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 2022 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 6% below 2005 per capita emissions levels by 2020 and 13% 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 2022 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 2022 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 2022 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 2022 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 2022 RTP/SCS has been prepared in accordance with state guidelines adopted by the California Transportation Commission and;

WHEREAS, a 2022 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 2023 FTIP must be financially constrained and the financial plan affirms that funding is available; and

WHEREAS, the 2023 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 2023 FTIP public involvement activities and the time established for public review and comment for the FTIP satisfy the Program of Projects (POP) requirements for Federal Transit Administration (FTA) projects; and

WHEREAS, the 2023 FTIP program listing is consistent with: 1) the 2022 RTP/SCS; 2) the 2022 State Transportation Improvement Program; and 3) the Corresponding Conformity Analysis; and

WHEREAS, the 2023 FTIP contains the MPO's certification of the transportation planning process assuring that all federal requirements have been fulfilled; and

WHEREAS, the 2023 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 2022 RTP/SCS and 2023 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 2022 RTP/SCS and 2023 FTIP includes a new Conformity Analysis, which makes a positive transportation conformity determination; and

WHEREAS, the 2022 RTP/SCS and 2023 FTIP conforms to the applicable SIPs; and

WHEREAS, the 2022 RTP/SCS and 2023 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 June 25, 2020, 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 2022 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. In addition, a dedicated website was developed in English and Spanish for access to RTP/SCS information at www.PlanFresno.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 "B" 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 May xx, 2022 to hear and consider comments on the 2022 RTP/SCS and the 2023 FTIP, on May xx, 2022 to hear and consider comments on the 2022 RTP/SCS, and on May xx, 2022 to hear and consider comments on the Corresponding Conformity Analysis for the 2022 RTP/SCS and the 2023 FTIP; and

WHEREAS, the Fresno Council of Governments also released the Draft 2022 RTP/SCS Programmatic Environmental Impact Report (PEIR) pursuant to the California Environmental Quality Act concurrently with the release of the Draft 2022 RTP/SCS, and issued a Notice of Availability for the same 55-day public review and comment period of April 15, 2022 to June 10, 2022; 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 ## verbal and ## written comment submissions on the Draft 2022 RTP/SCS and Draft 2022 RTP/SCS PEIR; and

WHEREAS, comment letters and Fresno Council of Governments staff responses on the Draft 2022 RTP/SCS and Draft 2022 RTP/SCS PEIR as well as the proposed Final 2022 RTP/SCS and proposed Final 2022 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 8, 2022, 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 2022 RTP/SCS and certify the proposed Final 2022 RTP/SCS PEIR at the July 28, 2022 Policy Board meeting; and

WHEREAS, prior to the adoption of this resolution, the Policy Board certified the Final 2022 RTP/SCS PEIR prepared for the 2022 RTP/SCS to be in compliance with CEQA; and

WHEREAS, the Policy Board has had the opportunity to review the Final 2022 RTP/SCS and its related appendices as well as the staff report related to the Final 2022 RTP/SCS, and consideration of the Final 2022 RTP/SCS was made by the Policy Board as part of a public meeting held on July 28, 2022.

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 2022 RTP/SCS and 2023 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 2022 RTP/SCS meets the SB 375 GHG reduction targets of 6% below 2005 per capita emissions levels by 2020 and 13% below 2005 per capita emissions levels by 2035.

BE IT FURTHER RESOLVED, that the Fresno Council of Governments adopts the 2022 RTP/SCS (specifically, Scenario B), the 2023 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 28th day of July, 2022.

AYES: Clovis, Coalinga, Firebaugh, Fowler, Fresno City, Huron, Kerman, Kingsburg, Mendota, Parlier, Reedley, San Joaquin, Selma, Fresno County.
NOES: None.

ABSENT: Orange Cove, Sanger.

Michelle Roman
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 28th day of July, 2022.

Signed: _____
Tony Boren
Executive Director

APPENDIX F

RESPONSE TO PUBLIC COMMENTS

Fresno Council of Governments

2035 Tulare St., Ste. 201
Fresno, California 93721

tel 559-233-4148
fax 559-233-9645

June 15, 2022

Fresno COG staff did not receive any comments on the Draft Conformity Analysis for the 2023 Federal Transportation Improvement Program and 2022 Regional Transportation Plan at the public hearing held on May 26, 2022.

During the 55-day public comment period, a set of comments were received regarding the Draft Conformity analysis. Comments were received via email, provided responses via email, and are summarized below.

A) Comments From: Karina O'Connor, Environmental Protection Agency (EPA)
Date Received: June 9, 2022
Submitted via: Email
To: Suzanne Martinez
Forwarded To: Braden Duran
Subject: RE: Availability of Fresno Council of Governments (Fresno COG) Draft 2023 FTIP, Draft 2022 RTP/SCS, Draft EIR, and Corresponding Draft Conformity Analysis for Interagency Consultation and Public Review

Suzanne – there have been some changes in the EPA timeline regarding finalizing approval of a few of the air quality plans included in the conformity analysis. I've tried to go through the conformity analysis and identify [where] the updates are needed. My comments are listed below. Please feel free to email or call if you have questions.

Comments on Conformity Analysis for the 2023 FTIP and 2022 RTP for Fresno COG.

1. Page 3 – This page contains several references to "the approved PM2.5 and NOx trading mechanism for transportation conformity purposes from the 2018 plan for the 1997, 2006 and 2012 PM2.5 standards (2018 PM2.5 Plan" Note that the trading mechanism has currently only been approved for use for the 2006 standard and the 1997 24-hour standards for all budgets. We do not anticipate that the trading mechanism will be available for use for the 1997 annual standard before you adopt the conformity analysis. We have approved the trading mechanism for the moderate post- attainment year budget for the 2012 standard, but trading for budgets for years beyond the 2022 year for the 2012 standard have not yet been approved.

Comment noted. Revised language has added on pages 3 and 4 to address this comment.

2. Pages 9, 13, 30 and page 47 – The document indicates that final action on the 2012 annual PM2.5 standard is expected by April 2022 and that it is expected that EPA will act on the remaining SIP elements related to the annual 1997 PM2.5 nonattainment by Spring 2022. EPA has not yet completed action on the portions of the 2018 PM2.5 plan related to the serious area components of the 2012 or 1997 annual standard at this time. We do not anticipate finalizing action on either plan before the conformity determination is adopted.

   Comment noted. Revised language has been incorporated into pages 10, 11, 14, 15, 32, 49, and 50 to address this comment.

3. Page 16 and Table 6-1 – The 2025 budgets listed in Table 1-5 are not yet adequate or approved for use in conformity.

   Comment noted. Language changes have been made on pages 15-18. Staff has included a new Table 1-4 on page 16 that accounts for the inclusion of a new "upcoming budget test". Subsequent changes to Table 6-1 reflect similar additions.

4. Page 35 – The document reference use of the trading mechanism for the serious 2012 PM2.5 and annual 1997 PM2.5 standards. These trading mechanisms have not been approved.

   Comment noted. Language on page 37 has been revised to clarify this pending approval.

5. Page 47 – The document doesn't distinguish between the annual and the 24-hour conformity tests for the 1997 PM2.5 standard even though they are clearly listed in separate tables in the results. Note that the budgets approved for the 24-hour standard are different than the ones deemed adequate for the annual standard. (e.g. different attainment years). Also, the trading mechanism for each are different and only the mechanism for the 24-hour standard as been approved.

   Comment noted. The content of Chapter 6 (pages 49-51) has been revised to address this comment.