FINAL CONFORMITY ANALYSIS FOR THE 2027 FEDERAL TRANSPORTATION IMPROVEMENT AND THE 2026 REGIONAL TRANSPORTATION PLAN

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FRESNO COUNCIL OF GOVERNMENTS

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EXECUTIVE SUMMARY

This report presents the Draft Conformity Analysis for the 2027 Federal Transportation Improvement Program (2027 FTIP) and the 2026 Regional Transportation Plan (2026 RTP) Fresno Council of Governments (Fresno COG) is the designated Metropolitan Planning Organization (MPO) in Fresno County, California, and is responsible for regional transportation planning.

The Clean Air Act Section 176(c) (42 U.S.C. 7506(c)) and U.S. Environmental Protection Agency (EPA) transportation conformity regulations (40 CFR 93 Subpart A) require that each new RTP and TIP be demonstrated to conform to the State Implementation Plan (SIP) before the RTP and TIP are approved by the MPO or accepted by the U.S. Department of Transportation (DOT). This analysis demonstrates that the criteria specified in the transportation conformity regulations for a conformity determination are satisfied by the 2027 FTIP and the 2026 RTP; a finding of conformity is therefore supported. The 2027 FTIP, the 2026 RTP, and the corresponding Conformity Analysis were approved by Fresno COG Policy Board on September 28, 2026. Federal approval is anticipated on or before December 16, 2026. FHWA/FTA last issued a finding of conformity for the 2027 FTIP and the 2026 RTP, as amended if applicable, on December 16, 2024.

On June 12, 2025, President Trump signed joint resolutions of disapproval under the Congressional Review Act (CRA) for preemption waivers that the EPA had previously issued pursuant to Clean Air Act (CAA) Section 209, including for the Advanced Clean Trucks (ACT), Zero-Emission Airport Shuttle, Heavy-Duty Vehicle Engine Emission Warranty and Maintenance Provisions (Warranty Phase 1), and Heavy-Duty Omnibus (Omnibus) regulations. Each resolution provided that the corresponding waiver "shall have no force or effect." Accordingly, these regulations were preempted by the CAA, meaning that California was no longer able to enforce or attempt to enforce the regulations, and that estimated emissions reductions attributed to the regulations could not be used for the CAA purposes of transportation conformity. The estimated emission reductions attributed to these regulations were included in baseline calculations for California's EMFAC2021 model, which was the only emissions model approved for transportation conformity and SIP emission inventory purposes. Certain San Joaquin Valley State Implementation Plans (SIPs) that were pending EPA review, including the 2022 Ozone SIP (2015 standard), could no longer meet federal requirements since they included estimated emission reductions attributed to the disapproved regulations. In response, CARB developed and submitted to the EPA off-model adjustment factors that removed estimated emissions benefits attributed to ACT, Zero-Emission Airport Shuttle, Warranty Phase 1, and Omnibus regulations from EMFAC2021. On November 21, 2025, EPA approved the off-model adjustment factors. As such, EMFAC2021 with the adjustment factors was approved as the latest approved method for modeling emissions available in California, per 40 CFR 93.111.

CARB has revised the 2022 Ozone SIP (2015 standard) in the summer of 2026 to meet the new federal requirements described above; EPA action is pending at this time. Given the uncertainty associated with the timing of federal approval of the 2022 Ozone SIP (2015 standard), the conformity analysis for the 2027 FTIP and 2026 RTP assumed two potential options: Option 1 - new 2015 ozone standard budgets do not become effective in time of FTIP/RTP approval; and Option 2 – EPA will act on the revised 2015 ozone budgets by December 16, 2026, which is when

the current FTIP/RTP expire. A conformity demonstration is provided for both options as documented below; however, the final conformity analysis adopted by Fresno COG relies on Option 1 given that federal action on the 2022 Ozone SIP revisions (2015 standard) will not occur by December 16, 2027.

The 2027 FTIP and the 2026 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 constraints 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.

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 2027, 2029, 2031, 2032, 2035, 2037, 2046 and 2049 as applicable to each pollutant. All analyses were conducted using the latest planning assumptions and emissions model. The major conclusions of the Conformity Analysis for the 2027 FTIP and 2026 RTP are:

- For 2008 8-hour ozone, the total regional on-road vehicle-related emissions (ROG and NOx) associated with implementation of the 2027 FTIP and the 2026 RTP for all years tested are projected to be less than the approved emissions budgets specified in *2026 Updates to Motor Vehicle Emissions Budgets for the 75 parts per billion Ozone State Implementation Plan* (2026 SIP Update). The conformity tests for 2008 ozone are therefore satisfied.
- For 2015 8-hour ozone, the total regional on-road vehicle-related emissions (ROG and NOx) associated with implementation of the 2027 FTIP and the 2026 RTP for all years tested are projected to be less than the approved emissions budgets specified both the *2026 Updates to Motor Vehicle Emissions Budgets for the 75 parts per billion Ozone State Implementation Plan* (Option 1) and the *2026 Extreme Ozone SIP Revision* (Option 2). The conformity tests for 2015 ozone are therefore satisfied.
- For PM-10, the total regional vehicle-related emissions (PM-10 and NOx) associated with implementation of the 2027 FTIP and the 2026 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)*.

- For the 1997 24-hour PM2.5 standard, the total regional on-road vehicle-related emissions associated with implementation of the 2027 FTIP and the 2026 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 2027 FTIP and the 2026 RTP for the analysis years are projected to be less than the approved 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 2027 FTIP and the 2026 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 (moderate and serious), the total regional on-road vehicle-related emissions associated with implementation of the 2027 FTIP and the 2026 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.

The 2027 FTIP and the 2026 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.

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 2027 FTIP, the 2026 RTP and the corresponding Conformity Analysis on August 5, 2026. 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 2027 FTIP and 2026 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 this Conformity Analysis.

Fresno Council of Governments (Fresno COG) is the designated Metropolitan Planning Organization (MPO) for Fresno County in the San Joaquin Valley. As a result of this designation Fresno COG prepares the TIP, RTP, and associated conformity analyses. The TIP serves as a detailed four year (FY 2026/27 – 2029/30) programming document for the preservation, expansion, and management of the transportation system. The 2026 RTP has a 2049 horizon that provides the long-term direction for the continued implementation of the freeway/expressway plan, as well as improvements to arterial streets, transit, and travel demand management programs. The TIP and RTP include capacity enhancements to the freeway/expressway system commensurate with available funding.

A. FEDERAL AND STATE CONFORMITY REGULATIONS

CLEAN AIR ACT AMENDMENTS

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

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

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

FEDERAL RULE

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

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

On March 14, 2012, EPA published the *Transportation Conformity Rule Restructuring Amendments*, effective April 13, 2012 (EPA, 2012a). The amendments restructure several sections of the rule so that they apply to any new or revised 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. Alternatively, the multi-jurisdictional guidance allows MPOs to make a joint conformity demonstration using one area-wide budget. DOT will issue its conformity determination on the TIPs/RTPs at the same time.

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 either joint or 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.

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 planning assumptions relied upon in this conformity analysis are documented in Chapter 2.

Latest Emissions Models — Section 93.111 requires that the latest emission estimation models specified for use in SIPs must be used for the conformity analysis. EPA has approved EMFAC2021 for conformity use on November 15, 2022, and the final rule started the two-year grace period to transition to the new emissions model for use in conformity demonstrations. On November 21, 2025, EPA approved off-model adjustment factors that removed estimated emissions benefits attributed to ACT, Zero-Emission Airport Shuttle, Warranty Phase 1, and Omnibus regulations from EMFAC2021 in response to California preemption waiver disapproval. EMFAC2021 with off-model adjustment factors will be used in this conformity analysis as documented in Chapter 3.

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, their amendments, 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 COG adopted consultation process and policy for conformity analysis includes a 30-day comment period followed by a public meeting.

C. AIR QUALITY DESIGNATIONS APPLICABLE TO THE SAN JOAQUIN VALLEY

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

Fresno COG 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 2027 FTIP and 2026 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).

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, CARB 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. Then in response to federal CRA actions, CARB adopted the *2026 Updates to Motor Vehicle Emissions Budgets for the 75 parts per billion Ozone State Implementation Plan* on March 26, 2026. EPA published final approval of the new 2008 ozone SIP budgets on September 14, 2026, effective October 14, 2026.

- 2022 Ozone Plan (2015 standard) was adopted by CARB on January 26, 2023 and subsequently submitted for EPA review. In response to federal CRA actions, CARB adopted *2026 Extreme Ozone SIP Revision* on July 23, 2026. EPA action is not expected in 2026. Therefore, this option was not necessary for the final conformity analysis.

- 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 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 December 14, 2023, EPA approved the 1997 annual PM2.5 budgets and trading mechanism for attainment year 2023, effective January 16, 2024. Note that CARB withdrew 2018 PM2.5 Plan portions dealing with 2012 serious PM2.5 standards on October 27, 2022; therefore, moderate area budgets continue to apply. On November 16,

2024, EPA finalized its approval to extend the attainment deadline for the 1997 annual PM2.5 standards by one year to December 31, 2024.

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.

On June 12, 2025, President Trump signed joint resolutions of disapproval under the Congressional Review Act (CRA) for preemption waivers that the EPA had previously issued pursuant to Clean Air Act (CAA) Section 209, including for the Advanced Clean Trucks (ACT), Zero-Emission Airport Shuttle, Heavy-Duty Vehicle Engine Emission Warranty and Maintenance Provisions (Warranty Phase 1), and Heavy-Duty Omnibus (Omnibus) regulations. Each resolution provided that the corresponding waiver "shall have no force or effect." Accordingly, these regulations were

preempted by the CAA, meaning that California was no longer able to enforce or attempt to enforce the regulations, and that estimated emissions reductions attributed to the regulations could not be used for the CAA purposes of transportation conformity. The estimated emission reductions attributed to these regulations were included in baseline calculations for California's EMFAC2021 model, which was the only emissions model approved for transportation conformity and SIP emission inventory purposes. Certain San Joaquin Valley State Implementation Plans (SIPs) that were pending EPA review, including the 2022 Ozone SIP (2015 standard), could no longer meet federal requirements since they included estimated emission reductions attributed to the disapproved regulations. In response, CARB developed and submitted to the EPA off-model adjustment factors that removed estimated emissions benefits attributed to ACT, Zero-Emission Airport Shuttle, Warranty Phase 1, and Omnibus regulations from EMFAC2021. On November 21, 2025, EPA approved the off-model adjustment factors. As such, EMFAC2021 with the adjustment factors was approved as the latest approved method for modeling emissions available in California, per 40 CFR 93.111.

On March 26, 2026, CARB adopted revised conformity budgets for the 2008 ozone standard (75 ppb) to ensure the SJV MPOs can pass conformity and to comply with the new requirements due to CRA actions. EPA published final approval of the new 2008 ozone SIP budgets on September 14, 2026, effective October 14, 2026.

The San Joaquin Valley 2022 Ozone Plan addressing 2015 ozone standard (70 ppb) was adopted by the Air District Board in December of 2022 and submitted for EPA review in February 2023. EPA did not act on the plan prior to CRA actions; therefore, CARB has to resubmit the revised 2022 Ozone SIP, inclusive of new conformity budgets incorporating EMFAC2021 off-model adjustments. On July 23, 2026, CARB adopted the *2026 Extreme Ozone SIP Revision* including new 2015 ozone budgets for the San Joaquin Valley nonattainment area. The draft conformity analysis for the 2027 FTIP and 2026 RTP assumed two potential options: Option 1 - new 2015 ozone standard budgets will not become effective in time of FTIP/RTP approval; and Option 2 – EPA will act on the revised 2015 ozone budgets by December 16, 2026, which is when the current FTIP/RTP expire. However, only Option 1 was adopted by Fresno COG as the final conformity analysis.

Option 1 – 2015 Ozone Standard SIP is NOT approved by EPA prior to SJV transportation plans expiring:

If the new 2015 ozone standard SIP budgets do not become effective before this conformity analysis is approved by FHWA, the SJV MPOs will conduct demonstrations for both 2008 and 2015 ozone standards using subarea emissions budgets as established in the *2026 Updates to Motor Vehicle Emissions Budgets for the 75 parts per billion Ozone State Implementation Plan.* EPA published final approval of the new 2008 ozone SIP budgets on September 14, 2026, effective October 14, 2026.

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.

The conformity budgets from the *2026 Updates to Motor Vehicle Emissions Budgets for the 75 parts per billion Ozone State Implementation Plan* are provided in Table 1-1 below. These budgets will be used to compare emissions resulting from the 2027 FTIP and the 2026 RTP.

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

County	2026		2029		2031	
	ROG	NOx	ROG	NOx	ROG	NOx
Fresno	4.4	8.4	3.9	7.8	3.6	7.6
Kern (SJV)	3.7	10.6	3.3	10.3	3.1	10.3
Kings	0.8	2.1	0.7	2.1	0.7	2.1
Madera	0.9	1.9	0.8	1.7	0.7	1.6
Merced	1.5	4.6	1.3	4.3	1.2	4.3
San Joaquin	3.5	6	3.1	5.5	2.8	5.2
Stanislaus	2.4	3.9	2.1	3.5	1.9	3.3
Tulare	2.2	3.6	1.9	3.2	1.7	3.1

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

Option 2 – 2015 Ozone Standard SIP is approved and conformity budgets are effective prior to SJV transportation plans expiring:

If EPA acts on the new 2015 Ozone SIP budgets prior to 2027 FTIP/2026 RTP approval, the SJV MPOs will demonstrate conformity to each ozone standard separately. For the 2008 ozone standard, the budgets shown in Table 1-1 will be used. For the 2015 ozone standard, the SJV MPOs will use the area-wide budgets from the *2026 Extreme Ozone SIP Revision* adopted by CARB on May 28, 2026 and as shown in Table 1-2.

Table 1-2:
On-Road Motor Vehicle 2015 Ozone Standard Emissions Budgets – Area-Wide
(summer tons/day)

Area	2026		2029		2032		2035		2037	
	ROG	NOx	ROG	NOx	ROG	NOx	ROG	NOx	ROG	NOx
SJV Total	19.1	34	16.8	30	14.9	27	14.0	27	13.4	27

[(a)] Note that 2015 ozone budgets are rounded up to the nearest tenth of a tpd for emissions higher than 20 tpd, and to the nearest tenth of a tpd for emissions lower than 20 tpd.

Due to the timing of the SIP review and approval, the draft conformity analysis documents how Fresno COG meets federal transportation conformity requirements for 2015 ozone using both options described above. However, the final conformity analysis adopted by Fresno COG relies on Option 1 given that federal action on the 2022 Ozone SIP revisions (2015 standard) will not occur prior to December 16, 2026.

PM-10

The 2007 PM-10 Maintenance Plan (as revised in 2015) was conditionally 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 in Table 1-3 below and will be used to compare emissions for each analysis year resulting from 2027 FTIP and 2026 RTP.

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

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

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

County	2020[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. EPA approved SIP portions dealing with the moderate 2012 PM2.5 standard on November 26, 2021 (effective December 27, 2021). Note that CARB withdrew 2018 PM2.5 Plan portions dealing with the serious 2012 PM2.5 standard on October 27, 2022; therefore, moderate area budgets continue to apply.

On July 22, 2020, EPA published final rule approving 2018 PM2.5 SIP elements that pertain to 2006 24-hour PM2.5 standard serious area nonattainment (effective as of publication). 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. On December 14, 2023, EPA issued final approval of the remaining 1997 annual PM2.5 Plan elements (except for the contingency measures), including conformity budgets and the trading mechanism. On October 4, 2024, EPA finalized its approval of contingency measure SIP revisions submitted by the Air District and CARB earlier that year.

On May 23, 2024, CARB submitted a request for one-year extension of the attainment deadline for the 1997 PM2.5 annual standards from December 31, 2023 to December 31, 2024. On November 19, 2024, EPA issued a final rule approving the one-year extension, effective December 19, 2024. 2023 budgets continue to apply. However, on February 24, 2026, the Ninth Circuit remanded the decision without vacatur stating the EPA had authority under the Clean Air Act to grant the extension, but was prohibited by their PM2.5 SIP implementation rule. The Court remanded EPA to take action consistent with the decision.

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 1-4 for the 1997 annual and 24-hour PM2.5 standards and will be used to compare emissions resulting from the 2027 FTIP and the 2026 RTP.

Table 1-4:
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 and annual PM2.5 was approved by EPA on January 28, 2022 and December 14, 2023 respectively.

On January 29, 2026, EPA took final action to determine the Valley attained the 1997 annual PM2.5 standard by the December 31, 2024, attainment date. District and CARB are working on a redesignation request and maintenance plan for both 1997 PM2.5 standards.

2012 Annual PM2.5 Standard (Moderate and Serious)

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). CARB withdrew 2018 PM2.5 Plan portions dealing with the serious 2012 PM2.5 standard on October 27, 2022. The 2024 Plan for annual 2012 PM2.5 standards (serious) was adopted by CARB on July 25, 2024 and submitted for EPA review on August 22, 2024; EPA approval is pending at this time. 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 1-5 will be used to compare emissions resulting from 2027 FTIP and 2026 RTP.

Table 1-5:
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 then by CARB 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.

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 1-6 below and will be used to compare emissions resulting from the 2025 FTIP Amendment X and the 2022 RTP Amendment Y.

Table 1-6
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.

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, unless its outside of the timeframe for the conformity analysis.

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 Ozone	2026/2029	2031	2046	2049
2015 Ozone	2026/2029/2032/2035	2037[2]	2046	2049
PM-10	NA	2020	2027/2037/ 2046	2049
1997 24-hour PM2.5	NA	2020	2027/ 2037/2046	2049
1997 Annual PM2.5	NA	2023	2027/2037	2049
2012 Annual PM2.5 (Moderate and Serious)	NA	2022/2025[3]	2027/ 2037	2049
2006 24-hour PM2.5	2020/2023	2024	2027/2037	2049

[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, 2023, 2024, 2025), 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.
[3]2022 is the attainment year for the moderate 2012 PM2.5 standard (not in the timeframe of this analysis). 2025 is the

attainment year for the serious 2012 PM2.5 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) and issues final approval inclusive of the trading mechanism on December 14, 2023. Then on May 23, 2024, CARB submitted a request for one-year extension of the attainment deadline for the 1997 PM2.5 annual standards from December 31, 2023 to December 31, 2024. On November 19, 2024, EPA issued a final rule approving the one-year extension, effective December 19, 2024. The 2023 conformity budgets still apply but the attainment year is not in the timeframe of this conformity analysis.

On January 20, 2016, EPA finalized reclassification of the San Joaquin Valley to Serious nonattainment for the 2006 24-hour PM2.5 Standard. On August 16, 2016, the 2012 PM2.5 Plan was approved by EPA, 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 expediously 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 is not in the timeframe of this conformity analysis.

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 rule approving 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 May of 2026.

Key elements of the latest planning assumptions 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 (Fresno COG) uses the Activity-Based (ABM) transportation model. The model was validated in 2026 for the 2023 base year. The Fresno COG policy board accepted the Fresno County 2023-2060 Growth Projections (completed by Fresno COG and Applied Development Economics) in November 2024. The latest planning assumptions used in the transportation model validation and this conformity analysis are summarized in Table 2-1.

Table 2-1:
Summary of Latest Planning Assumptions for the Fresno COG Conformity Analysis

Regulatory Citation	Modeling Assumption	Year and Source of Data (MPO action)	Modeling	Next Scheduled Update
§93.110(a),(b)	Population	Base Year: 2022 California Department of Finance population estimation at jurisdiction level; 2020 Census data for age, race and population at block level. Projections: With the 2022 base year population and 2018-2023 birth rates & death rate by sex, age, race from California Department of Public Health & CDC Fresno COG and Applied Development Economics built a cohort-component projection at jurisdiction level. Annual Fresno County population totals from the DOF Population Projections (September 23, 2024 release) were used as countywide control totals to calibrate the projection.	Most recent planning assumptions adopted prior to conformity modeling. Base year population data were estimated at parcel level, then aggregated to the Micro Analysis Zone (MAZ) and Traffic Analysis Zone (TAZ) levels and used in the PopulationSim/Day Sim model for the base year validation Future year population growth by jurisdictions were allocated to parcels by the land use model. Then the future	Next RTP update cycle in 2028.

Regulatory Citation	Modeling Assumption	Year and Source of Data (MPO action)	Modeling	Next Scheduled Update
	Employmen t	Base Year: The 2022 baseline employment data at parcel level were developed by FCOG staff using confidential Quarterly Census of Employment and Wages (QCEW) data from California Employment Development Department, and Fresno County Business data from Data Axle. Projections: Annual growth rates for economic base sectors were derived from Woods & Poole (W&P) projections, and for non-basic sectors, the job figures are adjusted with Business to Business (B2B) factors and population factors.	population was aggregated to the Micro Analysis Zone (MAZ) and Traffic Analysis Zone (TAZ) levels and used in the PopulationSim/Da y Sim model for future year traffic analysis.	

Regulatory Citation	Modeling Assumption	Year and Source of Data (MPO action)	Modeling	Next Scheduled Update
§93.110(a); §93.122(b)(1)(iii)	Land Use Allocation	The Fresno COG demographics and land use characteristics include population/household/housing, employment projection, and future land use assumptions. In the development of Fresno County 2023-2060 Growth Projections, Fresno COG staff consulted jurisdiction planning staff to adjust the projection following the current growth trends (5- 10 years) in near future and aligning with the general plans in far future (> 10 years).	Land use internally consistent with RTP transportation alternatives.	Updated every 4 years together with the demographic projections during the next RTP cycle in 2028.

Regulatory Citation	Modeling Assumption	Year and Source of Data (MPO action)	Modeling	Next Scheduled Update
§93.122(b)(1)(i)	Travel Demand Model Structure	Daysim Activity Based Model, Cube Voyager, Validated to Base Year 2023	Trip Generation/ Trip Distribution/ Mode Choice: Fresno COG ABM relies on DaySim activity-based travel demand module to model trips made by a synthetic population and all dimensions of daily travel including travel generation, trip-chaining, destinations, and modes. Traffic Assignment: The model uses an iterative, capacity-restrained equilibrium assignment routine based on an implementation of the Frank-Wolfe algorithm.	Daysim is scheduled to be updated to ActivitySim in 2027/28.

Regulatory Citation	Modeling Assumption	Year and Source of Data (MPO action)	Modeling	Next Scheduled Update
§93.122(b)(1)(i)	Traffic Counts & Validation	The transportation model was validated in 2025 to the 2023 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 for year 2023.	Link-level and screenline validation conducted.	Fresno COG maintains a Regional Traffic Monitoring Program that collects thousands of traffic counts annually. New counts for 2023 base year were compiled for the Activity Based Model (ABM) validation.
§93.122(b)(1)(iv),(b)(2)	Capacity-Sensitive Assignment & Speeds	The 2026 transportation model validation was based on highway speed data from the 2017 FHWA National Performance Monitoring Research Data Set.	Speeds derived from final peak and off-peak assigned volumes; feedback loop ensures consistency; EMFAC2021 speed bins generated.	Next RTP update cycle in 2028.

Regulatory Citation	Modeling Assumption	Year and Source of Data (MPO action)	Modeling	Next Scheduled Update
§93.122(b)(3)	HPMS Reconciliation	The base year 2023 VMT of the ABM is validated to within 0.4% of HPMS. Fresno COG updated its ABM in 2026.	Modeled VMT within the county including centroid connectors and intrazonal compared to HPMS totals; adjustment factors were not applied by facility type.	The need to re-validate the model is revisited during each RTP update cycle.
§93.122(b)(1)(vi)	Model Sensitivity Testing	The model sensitivity was tested relative to Transit Fare, New Transit lines, Transit Frequency, AOC, Employment and compared with base year 2023 results.	Model sensitive to the following: Land Use Demographics Trip Generation Transit Bicycle Pedestrian Pricing Highway Capacity AOC Work From Home/Telecommute Travel Demand Management	Model sensitivity is re-tested during each model update
§93.110(a)	Auto Operating Costs (AOC)	Source: SJV Auto Operating Cost Methodology approved by CARB	AOC were based on fuel costs from 2023 EIA/CEC forecasts, non-fuel costs using AAA data and EMFAC2021 fuel efficiency assumptions; converted to constant dollars.	The need to update AOC assumptions is revisited during each RTP update cycle.

Regulatory Citation	Modeling Assumption	Year and Source of Data (MPO action)	Modeling	Next Scheduled Update
§93.111	Latest Emissions Model	EMFAC2021 with November 2025 off model adjustment factors and May 2026 HD I/IM adjustment factors	Fleet mix consistent with CARB defaults. Only total VMT and light-duty speed distributions were modified in line with travel models outputs.	TBD by CARB
§93.110 (a, b)	Vehicle Registration s	Source: EMFAC2021	Fresno COG 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 EMFAC2021 model. Vehicle registrations, age distribution and fleet mix are developed and included in the model by CARB and cannot be updated by the user	TBD by CARB
	Regionally Significant Projects	Source: 2026 RTP/2027 FTIP (see Appendix D for a full list)	All regionally significant projects are coded into model network.	Each conformity cycle including RTP amendmen ts

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.

For this conformity analysis, socioeconomic projections for Fresno COG were developed using the most recent available demographic forecasts and regional planning assumptions available at the time the conformity modeling began. These projections represent the most recent planning assumptions adopted by the MPO and are consistent with the Regional Transportation Plan.

Population and employment projections are developed for the model base year 2023 and for RTP horizon years through 2049. The 2023 data were derived from the study results of Fresno County 2023-2060 Growth Projects published in October 2024.

The socioeconomic projections are allocated to traffic analysis zones (TAZs) within the MPO modeling area and are used as key inputs for trip generation and trip distribution steps in the travel demand model.

Population and Employment Data Sources

Population and employment forecasts used in the conformity analysis were derived from the study results of Fresno County 2023-2060 Growth Projects which incorporated multiple data sources include EDD, DOF, Census, and ACS.

The demographic forecasts reflect local general plans, development trends, and regional growth projections. These forecasts are periodically reviewed and updated as part of each RTP update cycle.

Land Use Allocation

The socioeconomic projections were distributed spatially across the MPO region using methodology developed by Fresno COG staff allocating population based on DOF data at jurisdiction level and Census data for age, race and population at block level; and for employment using confidential Quarterly Census of Employment and Wages (QCEW) data from California Employment Development Department, and Fresno County Business data from Data Axle.

Socioeconomic data were aggregated to the micro analysis zone (MAZ) and traffic analysis zone (TAZ) level and incorporated into the travel demand model to estimate trip generation, distribution, and travel patterns.

B. TRANSPORTATION MODELING

The Fresno COG utilizes a travel demand model that is implemented using Cube Voyager and DaySim software. The Fresno COG regional traffic models consist of Activity-Based traffic forecasting models. The model uses land use, socioeconomic, and road network data to estimate facility-specific roadway traffic volumes. The Fresno COG model covers the appropriate county area, which is then divided into thousands of individual micro analysis zones (MAZs) and 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 COG transportation modeling methodology meets those requirements.

Fresno COG developed the activity-based model (ABM) in 2018 with a base year of 2014, and since updated the base year to 2023 to better reflect post-pandemic travel patterns. 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 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.

C. TRAFFIC ANALYSIS ZONES

The county is divided up into approximately 2,000 traffic analysis zones (TAZs) and 23,500 micro analysis zones (MAZs).

D. MODEL BASE YEAR AND VALIDATION

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. The first conformity analysis year 2027 is less than 10 years from the base year that the model was validated to which meets the requirements in Section 93.106(a)(1((ii).

The model was validated to a base year of 2023. The base year validation process compared modeled traffic volumes to observed traffic counts collected throughout the region. Validation ensures that the model reasonably replicates existing travel patterns.

TRAFFIC COUNTS

The travel demand model was validated using observed traffic count data collected from regional traffic monitoring programs and state highway monitoring systems. Approximately 1,000 count locations were used to compare modeled and observed traffic volumes. The validation process included comparisons of modeled volumes with observed counts by facility type and screenline locations across the region.

The 2022-2023 Central California Travel Survey and 2024 Transit On-board Survey were used. The base year 2023 VMT of the ABM is validated to within 0.4% of HPMS.

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.

The travel demand model uses a capacity-sensitive equilibrium traffic assignment procedure. Traffic volumes are assigned iteratively across the transportation network until equilibrium conditions are reached and no traveler can reduce travel time by switching routes.

Congested travel speeds are calculated based on final assigned traffic volumes and link capacities. A feedback loop is used within the model to ensure that travel times used in trip distribution are consistent with final network travel speeds. DaySim model was calibrated to match with the CCTS survey distribution by purpose in terms of departure and arrival time.

TRANSIT

The conformity regulation requires documentation of any changes in transit operating policies and assumed ridership levels since the previous conformity determination.

The 2023 base year ABM apply two sets of fare for the transit services in the Fresno County. The first set is a flat fare of $1 for FAX and $0 (free) for Clovis transit. The other set is a distance-based fare for the inter-city buses by FCRTA.

VALIDATION/CALIBRATION

The conformity regulation requires documentation that the model results have been analyzed for reasonableness and compared to historical trends.

The models were validated by comparing 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 the county.

The Fresno COG Model traffic validation is based on several criteria, including vehicle-miles of travel, corridor-level volume, 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 2023 estimate of VMT in Fresno County was 23,239,900. The 2023 model base year estimated 23,140,594 VMT, which is 0.4% lower than the 2023 HPMS VMT target.

The forecasted regional VMT peaked at 2035 and started to decrease, this slow downward trend can be attributed to the following factors:

- Land-use pattern after 2037, especially new growths become much more efficient and compact.
- More RTP/SCS projects, such as big transit projects (LRT and CRT), come online after 2035/2037, which help increase the transit boardings and decrease VMT.
- Shorter trip length due to better job housing balance, efficient land-use distribution, and increased alternative modes.

AUTO OPERATING COST

Auto operating costs were updated for the 2026 RTP/2027 FTIP including fuel price projections, vehicle fuel efficiency, and vehicle maintenance costs. Fuel price projections were based on the 2023 Annual Energy Outlook developed by the U.S. Energy Information Administration. Electricity costs were derived from the California Energy Commission Transportation Energy Demand Forecast. Maintenance costs were based on the AAA “Your Driving Costs” report.

HPMS RECONCILIATION

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.

Model-estimated VMT was compared with HPMS estimates for the base year to ensure consistency between modeled and observed regional travel activity.

The modeled VMT was within 0.4% of the HPMS estimate for the year 2023.

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) require 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.

§93.122(a)(1) requires that VMT for non-regionally significant Federal projects is accounted for in the regional emissions analysis. Fresno COG includes these projects in the transportation network.

§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. It is important to note that the CTIPs exemption code is provided in response to FHWA direction.

The project listing for the 2026 RTP and 2027 FTIP including exempt projects is provided in Appendix B. VMT estimates in Table 2-2 reflect all projects listed in the Appendix.

The build highway networks include qualifying projects based on the 2026 RTP and 2027 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, 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.

E. TRAFFIC ESTIMATES

A summary of the population, employment, and travel characteristics for the Fresno COG transportation modeling area for each scenario in this 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 (millions)	Total Lane Miles
2027	1,026,804	425,542	23.8	6,943
2029	1,036,756	430,116	23.9	N/A
2031	1,046,716	433,234	24.0	N/A
2032	1,051,845	435,538	24.1	N/A
2035	1,066,607	442,667	24.1	N/A
2037	1,076,440	447,676	24.1	7,256
2046	1,114,937	468,254	24.0	7,333
2049	1,123,295	474,394	23.8	7,390

F. VEHICLE REGISTRATIONS

Fresno COG 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 EMFAC2021 model. Vehicle registrations, age distribution and fleet mix are developed and included in the model by CARB and cannot be updated by the user. EPA issued final approval for EMFAC2021 use in conformity demonstrations on November 15, 2022; therefore, the conformity analysis for the 2027 and the 2026 RTP relies on assumptions incorporated in EMFAC2021.

G. STATE IMPLEMENTATION PLAN 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.

2026 Extreme Ozone SIP Revision includes reductions from the California's Heavy-Duty Inspection and Maintenance (HD I/M) regulation. However, these are applied as "off-model adjustment factors" to criteria pollutant emission estimates modeled with EMFAC2021 and are incorporated in this conformity analysis. EPA approved the HD I/M off-model adjustments for use in SIP development and transportation conformity determination on May 6, 2026.

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 are included in EMFAC2021 and are not applied separately.

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

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

H. TELEWORK AND ONLINE SERVICES – OPTION 2

Given that six out of eight SJV MPO travel models do not account for post-COVID travel behavior such as telework and telehealth, CARB has developed a methodology that estimates emission reductions associated with telework and online services for Kings, Madera, Merced, San Joaquin, Stanislaus and Tulare[1]. The CARB methodology provides these reductions for the entire San Joquin Valley and not by sub-area, therefore the emission reductions are only used to demonstrate conformity for the 2015 ozone standard given that the ***2026 Extreme Ozone SIP Revision*** sets Valley-wide budgets for summer ROG and NOx. The methodology has been reviewed and concurred by interagency consultation partners for use with the 2026 Extreme Ozone SIP Revision budgets when approved.

[1] "Latest Planning Assumptions for Telework and Online Services in San Joaquin Valley Transportation Conformity". California Air Resources Board, May 20, 2026.

CHAPTER 3:
AIR QUALITY MODELING

The model used to estimate vehicle exhaust emissions for ozone precursors and particulate matter is EMFAC2021. 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 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, CARB 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. Then in response to federal CRA actions, CARB adopted the *2026 Updates to Motor Vehicle Emissions Budgets for the 75 parts per billion Ozone State Implementation Plan* on March 26, 2026. EPA published final approval of the new 2008 ozone SIP budgets on September 14, 2026, effective October 14, 2026.

- 2022 Ozone Plan (2015 standard) was adopted by CARB on January 26, 2023 and subsequently submitted for EPA review. In response to federal CRA actions, CARB adopted *2026 Extreme Ozone SIP Revision* on July 23, 2026. EPA action is not expected in 2026. Therefore, this option was not necessary for the final conformity analysis.

- 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 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 December 14, 2023, EPA approved the 1997 annual PM2.5 budgets and trading mechanism for attainment year 2023, effective January 16, 2024. Note

that CARB withdrew 2018 PM2.5 Plan portions dealing with 2012 serious PM2.5 standards on October 27, 2022; therefore, moderate area budgets continue to apply. On November 16, 2024, EPA finalized its approval to extend the attainment deadline for the 1997 annual PM2.5 standards by one year to December 31, 2024.

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 1-7.

A. EMFAC2021

Section 93.111 of the conformity regulation requires the use of the latest emission estimation model in the development of conformity determinations.

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. The model 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.

On January 15, 2021, CARB released the latest update to the EMFAC model – EMFAC2021v1.0.0. Then in April of 2022, CARB released an updated version of the model (v1.0.2) fixing a number of minor modeling bugs. EPA issued final approval of EMFAC2021 model for regional conformity use with a two-year grace period on November 15, 2022; EMFAC2021 was required for regional conformity use as on November 16, 2024.

On June 12, 2025, President Trump signed joint resolutions of disapproval under the Congressional Review Act (CRA) for preemption waivers that the EPA had previously issued pursuant to Clean Air Act (CAA) section 209, including for the Advanced Clean Trucks (ACT), Zero-Emission Airport Shuttle, Heavy-Duty Vehicle Engine Emission Warranty and Maintenance Provisions (Warranty Phase 1), and Heavy-Duty Omnibus (Omnibus) regulations. In response, CARB developed and submitted to the EPA off-model adjustment factors that removed estimated emissions benefits attributed to ACT, Zero-Emission Airport Shuttle, Warranty Phase 1, and Omnibus regulations from EMFAC2021. On November 21, 2025, the EPA approved the off-model adjustment factors. As such, EMFAC2021 with the adjustment factors was approved as the lasted approved method for modeling emissions available in California, per 40 CFR 93.111.

On March 25, 2026 CARB submitted a request for the use of additional EMFAC2021 off-model adjustment factors that account for the emission benefits of California's Heavy-Duty Vehicle Inspection and Maintenance Program (HD I/M) for the purposes of SIP development and in transportation conformity determinations. On May 6, 2026, EPA approved the use of these factors

in regional conformity analyses in California. The approval letter also clarified that the HD I/M adjustments must be used in conjunction and after the off-model adjustments approved on November 21, 2025 are applied, as EMFAC2021 with the adjustment factors was approved as the lasted approved method for modeling emissions available in California, per 40 CFR 93.111.

A transportation data template and detailed EMFAC modeling instructions have been prepared to summarize the transportation model output for use in EMFAC2021. The template includes allocating VMT by speed bin by hour of the day. EMFAC2021 was used to estimate exhaust emissions for ozone, PM-10, and PM2.5 conformity demonstrations consistent with the applicable air quality plan. A conformity post-processing template has been developed to process EMFAC output and to incorporate both the November 21, 2025 and HD I/M off-model adjustment factors, as well as to employ rounding of emission results consistent with SIP conformity budget setting.

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 this conformity determination includes analyses to all PM2.5 standards.

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

EMFAC2021 incorporates data for temperature and relative humidity that vary by geographic area, calendar year and season. The annual average represents an average of all the monthly inventories. A winter average represents an average of the California winter season (October through February). EMFAC will be run to estimate direct PM2.5 and NOx emissions from motor vehicles for an annual or winter average day as described below.

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

PM2.5 areas that are currently using network-based travel models must continue to use them when calculating annual emission inventories. The guidance indicates that the interagency consultation process should be used to determine the appropriate approach to produce accurate annual

inventories for a given nonattainment area. Whichever approach is chosen, that approach should be used consistently throughout the analysis for a given pollutant or precursor. The interagency consultation process should also be used to determine whether significant seasonal variations in the output of network-based travel models are expected and whether these variations would have a significant impact on PM2.5 emission estimates.

The SJV MPOs use network-based travel models. However, the models only estimate average weekday VMT. The SJV MPOs do not have the data or ability to estimate seasonal variation at this time. Data collection and analysis for some studies are in the preliminary phases and cannot be relied upon for other analyses. Some statewide data for the seasonal variation of VMT on freeways does exist. However, traffic patterns on freeways do not necessarily represent the typical traffic pattern for local streets and arterials. In many cases, traffic counts are sponsored by the MPOs and conducted by local jurisdictions. While some local jurisdictions may collect weekend or seasonal data, typical urban traffic counts occur on weekdays (Tuesday through Thursday). Data collection must be more consistent in order to begin estimation of daily or seasonal variation. The SJV MPOs believe that the average annual day calculated from the current traffic models and EMFAC2021 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 the latest version of EMFAC emissions modeling software. As indicated under the Conformity Test Requirements, emissions from re-entrained road dust and construction-related fugitive dust from highway or transit projects are 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 were 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 daily average annual daily emissions. The 1997 annual PM2.5 transportation conformity budgets for annual average PM2.5 and NOx emissions were approved by EPA on December 14, 2023 (effective January 16, 2024). 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.

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. Note that CARB withdrew 2018 PM2.5 Plan portions dealing with 2012 serious PM2.5 standards on October 27, 2022. 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 2016 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.

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. This trading mechanism will be used for the 1997 and 2012 annual PM2.5 standard conformity analysis, as needed.

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 2012 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 EMFAC2021 and off-model adjustments.

Documentation of the Conformity Analysis for the 2027 FTIP and 2026 RTP is provided in Appendix C, including:

- 2026 RTP Conformity EMFAC Spreadsheet
- SJV 2026 RTP 2015 Ozone Conformity EMFAC Spreadsheet (Option 2)
- 2026 RTP Conformity Paved Road Spreadsheet
- 2026 RTP Conformity Unpaved Road Dust Spreadsheet
- 2026 RTP Conformity Construction Spreadsheet
- 2026 RTP Conformity Totals Spreadsheet
- SJV 2026 RTP 2015 Ozone Conformity Totals Spreadsheet (Option 2)

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. The 2022 Ozone Plan contains new commitments for the San Joaquin Valley identified through a local RACM process and as documented in the SIP for each MPO.

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 2016 and 2018 PM2.5 Plans do not include any additional TCMs for the San Joaquin Valley.

C. IDENTIFICATION OF 2002 AND 2022 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, 2020, the Fresno COG has 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.

In April of 2022, a new local TCM RACM analysis was conducted as part of 2022 Ozone SIP development. This analysis has then been revised to meet PM2.5 SIP BACM requirements in 2023 and again in 2024, as part of 2012 annual PM2.5 standard attainment deadline extension request. 2022 RACM TID is included in the TCM listing for 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 COG undertook a process to identify and evaluate potential control measures that could be included in the 2026 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 2026 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 COG 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 2020. New PM-10 plans reviewed consist entirely of maintenance plans that rely on existing SIP-approved control strategies, with no new control measures proposed.

- The Indian Wells Valley, California Second 10-Year PM-10 Maintenance Plan was approved by EPA on February 17, 2023. This plan continues to implement control measures from the 1991 Searles Valley PM_{10} Attainment Plan. These controls include Rule 402 (fugitive dust), Rule 402.2 and SB 700 requirements (agricultural operations), road dust control measures, and contingency provisions for stricter dust controls. Collectively, these controls address emissions from unpaved roads, construction and demolition activities, off-road vehicle use, open storage piles, and the stabilization of disturbed surfaces during periods of inactivity.

- The Sacramento County, California Second 10-Year PM-10 Maintenance Plan approved by EPA on April 15, 2024. This plan did not include new control measures and instead relies on continued implementation of existing SIP and First Maintenance Plan controls. These include fugitive dust rules (Rules 401, 403, 404, and 405), residential wood combustion measures (e.g., change-out programs and Rule 421 curtailments), and agricultural burning controls (Rule 501).

- The Lane County, Oakridge, Oregon PM-10 Maintenance Plan approved by EPA on August 22, 2022. The plan continues existing control strategies, including reducing road dust using anti-icing chemicals and implementing residential wood-burning controls such as winter curtailment programs, replacement of uncertified wood stoves with cleaner units, and restrictions to burn only seasoned wood with no more than 20 percent moisture.

- The Flathead County, Whitefish, Montana PM-10 Limited Maintenance Plan and Redesignation Request was approved by EPA on June 8, 2022. This plan continues implementation of controls from the 2000 SIP, focusing on reducing fugitive dust emissions from roads, parking lots, construction and demolition projects, and barren ground. Key measures include the use of specific sealing materials and requirements, limit sanding and chip seal materials and include prioritized street sweeping and flushing once roads become ice-free and temperatures exceed 35°F.

- The Sanders County (Thompson Falls), Montana PM-10 Limited Maintenance Plan and Redesignation Request was approved by EPA on March 8, 2022. The plan continued controls from 2000 SIP to reduce fugitive dust from roads and parking lots through regular street sweeping based on visible dust, restrictions on sanding materials, paving, and seasonal sweeping protocols.

- The Silver Bow County, Butte, Montana PM-10 Limited Maintenance Plan and Redesignation Request was approved by EPA on June 25, 2021. This plan continued SIP

approved controls for residential wood-burning restrictions, open burning prohibitions, and street sanding and cleanup requirements.

- The Coso Junction, California Second 10-Year PM-10 Maintenance Plan was approved by EPA on August 14, 2023. The plan relied on existing control measures for unpaved road dust, windblown dust stabilization, and industrial source-specific dust, with a focus on Owens Lake.

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. The San Joaquin Valley MPOS already implement similar or more stringent measures through Regulation VIII (Fugitive PM10 Prohibitions) that contains a comprehensive suite of rules designed to reduce fugitive PM_{10} emissions from a range of sources.

Based on consultation with CARB and the Air District, Fresno COG considered priority funding allocations in the 2026 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 2010 attainment year for the following four measures:

(1) Paving or Stabilizing Unpaved Roads and Alleys

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

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

(4) Repave or Overlay Paved Roads with Rubberized Asphalt

Fresno COG continues to actively include the reduction of 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 COG has explored the feasibility of incorporating the use of rubberized asphalt in repave or overlay projects. Currently, California Department of Transportation (Caltrans) incorporates rubberized asphalt as general policy to meet recycled content requirements on high volume state highway facilities. Caltrans is required by AB 338 (Levine) to incrementally phase in increased use of rubberized-asphalt concrete (RAC) not less than 25% by ton after January 1, 2010, and not less than 35% by ton after January 1, 2013. Caltrans (District 6) found that rubberized asphalt is problematic when used where traffic stops and starts (i.e., signalized local streets). The material has been found to break down prematurely and tends to "shove and tear" in stop-and-go traffic applications. Rubberized

asphalt has been found to have useful applications 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.

In addition, separate San Joaquin Valley Project-Level Conformity Working Group meetings are held to address project-level conformity requirements and exempt projects specific to each jurisdiction and project.

IAC calls to discuss the 2027 FTIP and 2026 RTP conformity demonstration methodology and applicable budgets were held on March 17, April 16, 2026, and May 27, 2026. The draft boilerplate conformity document (including latest planning assumptions) was distributed for interagency consultation on May 16, 2026. Comments received were addressed and incorporated into this version of the analysis. EPA and FHWA concurred on May 28, 2026.

The Conformity Analysis for the 2027 FTIP and 2026 RTP was developed in consultation with Fresno COG local partner agencies, including member jurisdictions, Caltrans, and local transit agencies.

The 2026 RTP/SCS and the Environmental Impact Report (EIR) were released on June 23, 2026 for a 55-day public comment period. 2027 FTIP, and the corresponding conformity analysis were released on July 17, 2026 for a 30-day public comment period, followed by adoption of all documents on September 28, 2026 Federal approval is anticipated on or before December 16, 2026.

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 COG 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. Appendix E contains 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:

The applicable conformity test is the emissions budget test, using either Option 1 – budgets from the *2026 Updates to Motor Vehicle Emissions Budgets for the 75 parts per billion Ozone State Implementation Plan* for both the 2008 and 2015 standards, or Option 2 – budgets from the *2026 Updates* for the 2008 standard and budgets from the *2026 Extreme Ozone SIP Revision* for the 2015 standard. Both SIP revisions establish budgets for ROG and NOx for an average summer (ozone) season day. EPA approved new 2008 ozone budgets on September 14, 2026, effective October 14, 2026. No action is expected on 2015 ozone budgets in 2026; therefore Option 1 is used for the final conformity analysis. 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 revision including conformity budgets was conditionally approved by EPA on July 8, 2016 (effective September 30, 2016). On January 20, 2023, CARB withdrew their 2017 PM10 Maintenance Plan Update addressing the conditional approval of the 2015 Transportation Conformity Budget Update for the annual PM10 standard dealing with exceptional events demonstration. However, since EPA has not yet taken action on this submittal, the 2007 Maintenance Plan budgets (as revised in 2015) continue to apply. 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 using the 2015 Update budgets. The TIP/RTP therefore satisfy the conformity emissions tests for PM-10.

1997 24-Hour and Annual PM2.5 Standards:

For 1997 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 and 1997 annual PM2.5 standards on January 28, 2022 and December 14, 2024, respectively. 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. CARB withdrew 2018 PM2.5 Plan portions dealing with 2012 serious PM2.5 standards on October 27, 2022. The 2024 Plan for annual 2012 PM2.5 standards (serious) was adopted by CARB on July 25, 2024 and submitted for EPA review on August 22, 2024; EPA approval is pending at this time. 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 2016 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. 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 2027 FTIP and the 2026 RTP is supported.

Table 6-1:
Conformity Results Summary

Option 1 Conformity Analysis Results – Adopted by Fresno COG

2026 RTP Conformity Analysis Results Summary -- Fresno
(Option 1 2015 Ozone)

Standard	Analysis Year	Emissions Total		DID YOU PASS?	
		ROG (tons/day)	NOx (tons/day)	ROG	NOx
2008 Ozone and Option 1 2015 Ozone	2026 Budget	4.4	8.4		
	2027	4.2	6.5	YES	YES
	2029 Budget	3.9	7.8		
	2029	3.8	5.9	YES	YES
	2031 Budget	3.6	7.6		
	2031	3.5	5.6	YES	YES
	2037	2.9	5.0	YES	YES
	2046	2.4	5.1	YES	YES
	2049	2.3	5.2	YES	YES

Standard	Analysis Year	Emissions Total		DID YOU PASS?	
		PM-10 (tons/day)	NOx (tons/day)	PM-10	NOx
PM-10	2020 Budget	7.0	25.4		
	2027	5.9	6.8	YES	YES
	2020 Budget	7.0	25.4		
	2037	6.0	5.3	YES	YES
	2020 Budget	7.0	25.4		
	2046	5.7	5.3	YES	YES
	2020 Budget	7.0	25.4		
	2049	5.9	5.4	YES	YES

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		
	2027	0.3	6.9	YES	YES
	2020 Budget	0.9	25.3		
	2037	0.3	5.3	YES	YES
	2020 Budget	0.9	25.3		
	2046	0.4	5.4	YES	YES
	2020 Budget	0.9	25.3		
	2049	0.4	5.5	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
2027	0.757	6.847	4.121		0.596		0.382		**5.856**	**6.847**
2037	0.780	5.257	4.193		0.596		0.467		**6.037**	**5.257**
2046	0.816	5.306	4.187		0.596		0.128		**5.727**	**5.306**
2049	0.827	5.428	4.167		0.596		0.284		**5.875**	**5.428**

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		
	2027	0.3	6.9	YES	YES
	2023 Budget	0.8	15.1		
	2037	0.3	5.3	YES	YES
	2023 Budget	0.8	15.1		
	2046	0.4	5.4	YES	YES
	2023 Budget	0.8	15.1		
	2049	0.4	5.5	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	2024 Budget	0.8	15.0		
	2027	0.3	7.2	YES	YES
	2024 Budget	0.8	15.0		
	2037	0.3	5.5	YES	YES
	2024 Budget	0.8	15.0		
	2046	0.4	5.6	YES	YES
	2024 Budget	0.8	15.0		
	2049	0.4	5.7	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		
	2027	0.3	6.9	YES	YES
	2022 Budget	0.9	21.2		
	2037	0.3	5.3	YES	YES
	2022 Budget	0.9	21.2		
	2046	0.4	5.4	YES	YES
	2022 Budget	0.9	21.2		
	2049	0.4	5.5	YES	YES

Option 2 Conformity Analysis Results – Not Adopted
(Option 2 2015 Ozone)

San Joaquin Valley (All Subareas)

Standard	Analysis Year	Emissions Total		DID YOU PASS?	
		ROG (tons/day)	NOx (tons/day)	ROG	NOx
2015 Ozone	2026 Budget	19.1	34		
	2027	16.7	30	YES	YES
	2029 Budget	16.8	30		
	2029	15.2	28	YES	YES
	2032 Budget	14.9	27		
	2032	13.4	26	YES	YES
	2035 Budget	14.0	27		
	2035	12.1	25	YES	YES
	2037 Budget	13.4	27		
	2037	11.6	24	YES	YES
	2046	9.4	25	YES	YES
	2049	9.1	26	YES	YES

REFERENCES

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EPA, 1993. 40 CFR Parts 51 and 93. *Criteria and Procedures for Determining Conformity to State or Federal Implementation Plans of Transportation Plans, Programs and Projects Funded or Approved Under Title 23 U.S.C. or the Federal Transit Act.* U.S. Environmental Protection Agency. Federal Register, November 24, 1993, Vol. 58, No. 225, p. 62188.

EPA, 2004a. *Companion Guidance for the July 1, 2004, Final Transportation Conformity Rule: Conformity Implementation in Multi-jurisdictional Nonattainment and Maintenance Areas for Existing and New Air Quality Standards*. U.S. Environmental Protection Agency. July 21, 2004.

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.

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

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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.

EPA, 2018(c). *Transportation Conformity Guidance for 2015 Ozone NAAQS Nonattainment Areas*. EPA-420-B-18-023. June 2018.

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 P.8-10	
§93.102 (b)(2)(iii)	PM10 areas: document whether EPA or state has found VOC and/or NOx to be a significant contributor or if the SIP establishes a budget	Ch. 1 P.14 Ch. 6 P. 56-57	
§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)	N/A	NOx is a significant contributor.
§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. 1 P.15-18	
§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.	E.S. P. 1 Appendix E - Resolution	
§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	Ch. 1 P. 18-19 Table 1-7 Ch. 2 P. 31 Appendix B – Project List Ch. 2 P. 33-34	

40 CFR	Criteria	Page	Comments
	facilities, route options, travel times, transit ridership and land use.		
§93.108	Document that the TIP/RTP is fiscally constrained (23 CFR 450).	E.S. P. 2	
§93.109 (a, b)	Document that the TIP/RTP complies with any applicable conformity requirements of air quality implementation plans (SIPs) and court orders.	E.S. P. 2-4	
§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 P. 11-18	
§93.109(e)	CO or PM10: Document if the area has a limited maintenance plan and from where that information comes	Ch. 1 P. 14	PM10 only
§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. 2 Table 2-1 Ch. 2 P. 21	Vehicle registration data is in line with EMFAC2021 assumptions (latest emissions model in California).
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 Table 2-1	
§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 P. 32 Ch. 2 P. 34-35 Ch. 4 P. 44-49 Ch. 5 P. 53-55 Appendix E	
§93.111	Document the use of the latest emissions model approved by EPA. If the previous model was used and the grace period has ended, document that the analysis began before the end of the grace period.	Ch. 3 P. 38-39	
§93.112	Document fulfillment of the interagency and public consultation requirements outlined in a specific	Ch. 5 P. 53-55	

40 CFR	Criteria	Page	Comments
	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.	Appendix E	
§93.113	Document timely implementation of all TCMs in approved SIPs. Document that implementation is consistent with schedules in the applicable SIP and document whether anything interferes with timely implementation. Document any delayed TCMs in the applicable SIP and describe the measures being taken to overcome obstacles to implementation.	Ch. 4 P. 44-52 Appendix D	No TCMs delayed
§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).	Ch. 3	This conformity analysis addresses both TIP and RTP.
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 P. 11-19 Ch. 3 P. 40, 42	All sub-area budgets, except if Option 2 is implemented No safety margin
§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 P. 56-58 Table 6-1	
§93.118 (b)	Document for which years consistency with motor vehicle emissions budgets must be shown.	Ch. 1 P. 18-20	
§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 P. 5-20 Table 1-7	No interpolation
For Areas without Applicable SIP Budgets:			

40 CFR	Criteria	Page	Comments
§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 projects, are consistent with the requirements of the "Action/Baseline" or "Action/Baseline Year" emissions tests as applicable.	N/A	
§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 P. 33-34 Appendix 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).	N/A	All SIP measures included in EMFAC2021. No additional credits from TCMs applied

40 CFR	Criteria	Page	Comments
§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).	N/A	
§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 P. 31-34, Table 2-1	
§93.122 (b)(1)(ii) [ii]	Document the land use, population, employment, and other network-based travel model assumptions.	Ch. 2 P. 29-30 Table 2-1	
§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 P. 29 Table 2-1	
§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 P. 31 Table 2-1	
§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 P. 31-32 Table 2-1	
§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 P. 31-32 Table 2-1	
§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 P. 31 Table 2-1	
§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	Ch. 2 P. 32-33 Table 2-1	

40 CFR	Criteria	Page	Comments
	and calibrate the network-based travel model estimates of VMT.		
§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	N.A	
§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 P. 39-40	PM10 only
§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	
	(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.	Ch.5 P. 53 Appendix B	Projects are determined as exempt through San Joaquin Valley Project-Level Working Group IAC consultation

[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	2027	2029	2031	2032	2035	2037	2046	2049
Caltrans	FRE504145		State-41	Convert SR 41 from 2 lane expressway to 4 lane expressway from Excelsior to Elkhorn Ave.	From: Excelsior To: Elkhorn	$55,000,000	X	X	X	X	X	X	X	X
Fresno, City of	FRE501075		Local-Broadway	Unconstructed to 2 LU with sidewalks	From: Fresno To: Tuolumne	$1,300,000			X	X	X	X	X	X
Fresno, City of	FRE501007		Local-Weber Ave	2 LU with bike lanes, gutter, curb and sidewalks	From: Clinton To: Olive	$2,871,000	X	X	X	X	X	X	X	X
Fresno, City of	FRE501775		Local-Shaw	3 LD to 4 LD with bike lanes and sidewalk	From: Polk To: Cornelia	$2,030,000					X	X	X	X
Fresno, City of	FRE501078		Local-Shaw	Widen from 2 LU to 4 LD with bike lanes, sidewalks, traffic signals and synchronization	From: Garfield To: Polk	$8,090,000					X	X	X	X
Selma, City of	FRE504235		Local-Rose Avenue	Rose Avenue - Highland to SR99, Widen to 4-lane collector and rehabilitate roadway	From: Highland To: SR99	$672,000			X	X	X	X	X	X
Fresno, City of	FRE501770		Local-North	2 LU to 4 LU with bike lanes, sidewalks, curb and gutter	From: Hwy 41 To: Orange	$1,500,000			X	X	X	X	X	X
Fresno, City of	FRE501765		Local-McKinley	2 LU to 4 LD with bike lanes, gutter, curb, sidewalks	From: Blythe To: West	$11,000,000			X	X	X	X	X	X
Fresno, City of	FRE500744		Local-Hughes	3 LU with bike lanes, sidewalks, curb, gutter	From: Church To: North	$4,000,000					X	X	X	X
Selma, City of	FRE504065		State-99	Reconstruct interchange	From: Floral To: Highland	$90,000,000							X	X
Fresno, City of	FRE500710		Local-Fowler	2 LU to 4 LD with bike lanes, sidewalks	From: Belmont To: Gould Canal	$12,140,000			X	X	X	X	X	X
Selma, City of	FRE504229		Local-Orange Avenue	Orange Avenue - Floral to Rose, Widen to 4-lane divided arterial and rehabilitate roadway	From: Floral To: Rose	$988,000			X	X	X	X	X	X
Fresno, City of	FRE501752		Local-Church	2LU to 4 LU with bike lanes, sidewalks, curb and gutter	From: Maple To: Willow	$3,790,000					X	X	X	X
Fresno, City of	FRE504786		Local-PEACH	Peach widen from a two-lane roadway to a four-lane divided arterial with median landscaping, curb, gutter, sidewalk, and streetlights. The project will also include the installation of new traffic signal facilities at Peach and Hamilton, improvements to the railroad crossing, water distribution, sanitary sewers, roadway pavement sections, and bike lanes.	From: JENSEN To: BUTLER	$7,800,000		X	X	X	X	X	X	X
Clovis, City of	FRE500757		Local-Willow Avenue	Complete widening to 6LD where needed and add bike lanes	From: Barstow To: Copper Ave	$1,644,000							X	X
Fresno, City of	FRE501745		Local-Brawley	2 LU to 4 LU with bike lanes, sidewalks, curb and gutter	From: California To: Madison	$2,000,000					X	X	X	X
Selma, City of	FRE504241		Local-Dockery Avenue	Dockery Avenue - Floral to Rose, Widen to 4-lane collector and rehabilitate roadway	From: Floral To: Rose	$912,000			X	X	X	X	X	X
Fresno, City of	FRE504788		Local-HERNDON	Widen Herndon Avenue to 6 lanes, between Polk and Milburn, and include a Class I trail along the north side of the roadway at the BNSF tracks to improve traffic flow and provide a safe path for pedestrians and cyclists.	From: POLK To: MILBURN	$32,000,000			X	X	X	X	X	X
Selma, City of	FRE504072		State-99	Construction of Flyover from State Route 99 to new intersection at Golden State Boulevard near Dinuba Avenue.	From: Dinuba To: Golden State Boulevard	$40,000,000							X	X
Fresno, City of	FRE501768		Local-North	2 LU to 4 LU with bike lanes, sidewalks, curb and gutter	From: Elm To: Hwy 41	$1,500,000			X	X	X	X	X	X
Kingsburg, City of	FRE500593		Local-10th St (Academy)	In Kingsburg, widen 10th Ave/Academy from Sierra to Stroud: 2 L to 4 L	From: Sierra To: Stroud	$5,000,000							X	X
Fresno, City of	FRE500675		Local-Clinton	2 LU to 5 LU with bike lanes, gutter, curb and sidewalks	From: Brawley To: Marks	$7,700,000	X	X	X	X	X	X	X	X
Fresno, City of	FRE504167		Local-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	From: SHAW To: ASHLAN	$22,000,000	X	X	X	X	X	X	X	X
Selma, City of	FRE504220		Local-Dinuba Avenue	Dinuba Avenue - Thompson to McCall, widen to 4-lane divided arterial and rehabilitate roadway	From: Thompson To: McCall	$911,000			X	X	X	X	X	X
Clovis, City of	FRE500912		Local-Alluvial (Owens Mountain Pkwy)	2LD to 2LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, and Fiber Optics	From: DeWolf To: 168	$1,718,000	X	X	X	X	X	X	X	X
Sanger, City of	FRE501803		Local-Bethel Avenue	Widen to 4-lane divided arterial and rehabilitate roadway	From: UPRR To: SR 180	$2,210,000					X	X	X	X
Fresno, City of	FRE501769		Local-North	2 LU to 4 LU with bike lanes, sidewalks, curb and gutter	From: Chestnut To: Willow	$2,680,000			X	X	X	X	X	X
Fresno, City of	FRE500727		Local-Grantland	2 LU to 6 LD with bike lanes, sidewalks, curb, gutter, trail	From: Shields To: Ashlan	$5,000,000					X	X	X	X
Kingsburg, City of	FRE500470		Local-Academy Parkway	In Kingsburg on Academy Ave: New 4 Lane Expressway	From: Mountain View To: Simpson	$12,000,000							X	X
Fresno, City of	FRE501514		Local-Maple	4 LU to 5 LU with bike lanes, sidewalks, curb, gutter	From: North To: Jensen	$3,380,000			X	X	X	X	X	X
Fresno, City of	FRE500720		Local-Gettysburg	3 LU with bike lanes, sidewalks west of Hayes; with bike lanes, sidewalks	From: Veterans To: Polk	$3,920,000			X	X	X	X	X	X
Fresno, City of	FRE500724		Local-Golden State	Widen from 2 LU to 4 LU with sidewalks and bike lanes	From: Shaw To: Ashlan	$4,920,000					X	X	X	X
Kingsburg, City of	FRE500507		Local-Simpson Street	In Kingsburg, widen Simpson St from Stroud to Sierra; 2 LU to 4 LU	From: Stroud Ave. To: Sierra St.	$6,000,000							X	X
Sanger, City of	FRE500997		Local-Bethel Ave.	Widen to 4-lane divided arterial and rehabilitate roadway	From: UPRR To: North	$1,100,000			X	X	X	X	X	X
Fresno, City of	FRE500709		Local-Fowler	2 LU to 4 LD with bike lanes, sidewalks, curb, and gutter	From: Jensen To: Hamilton	$3,000,000			X	X	X	X	X	X
Fresno, City of	FRE501488		Local-Brawley	2LU to 4 LU with bike lanes, sidewalks, curb, gutter	From: Belmont To: Clinton	$6,000,000					X	X	X	X
Selma, City of	FRE504227		Local-Nebraska Avenue	Nebraska Avenue - Highland to Thompson, Widen to 4-lane divided arterial and rehabilitate roadway	From: Highland To: Thompson	$888,000			X	X	X	X	X	X
Fresno, City of	FRE501784		Local-Whitesbridge	2 LU to 4 LD with bike lanes, gutter, curb, sidewalks	From: Blythe To: Brawley	$2,233,000	X	X	X	X	X	X	X	X
Fresno, City of	FRE500752		Local-Jensen	2 LU to 4 LD with bike lanes, sidewalks, curb, gutter, trail	From: Marks To: Fruit	$7,250,000					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	2027	2029	2031	2032	2035	2037	2046	2049
Fresno, City of	FRE501751		Local-Chestnut	3 LD to 4 LD with bike lanes, curb, gutter and sidewalks where missing	From: Herndon To: Shepherd	$1,000,000					X	X	X	X
Selma, City of	FRE504236		Local-Nebraska Avenue	Nebraska Avenue - Leonard to Highland, Widen to 4-lane divided arterial and rehabilitate roadway	From: Leonard To: Highland	$1,809,000					X	X	X	X
Fresno, City of	FRE501741		Local-Armstrong	3 LU to 4 LU with bike lanes, sidewalks, curb and gutter	From: Butler To: Kings Canyon	$1,900,000	X	X	X	X	X	X	X	X
Kerman, City of	FRE500888		State-180	Widen to 4 LD, Sidewalks, Bike Lanes, Curb and Gutter, Streetlights	From: Modoc Ave. To: 0.15 mi. east if Vineland	$6,700,000							X	X
Fresno County	FRE500667		Local-Central	2 LU to 4 LD	From: SR 99 To: Golden State	$463,000							X	X
Selma, City of	FRE504230		Local-Orange Avenue	Orange Avenue - Rose to East Front, Widen to 4-lane divided arterial and rehabilitate roadway	From: Rose To: East Front	$586,000					X	X	X	X
Clovis, City of	FRE500524		Local-Sunnyside	2LU to 3LU, w/TWLTL, Sidewalks, Bike Route, Street Lights, Curb and Gutter Fiber Optic	From: Bullard To: Tollhouse	$1,044,000			X	X	X	X	X	X
Mendota, City of	FRE503708		Local-2nd Street	Construct new section of 2nd Street from Naples St to Marie St. in order to provide cross-town connection over railroad, includes curb, gutter, sidewalk, pavement, and new at-grade crossing.	From: Naples St To: Marie St	$1,500,000			X	X	X	X	X	X
Kerman, City of	FRE501794		State-145	Widen 2 LU to 4 LD, Sidewalks, Bike Lanes, Curb and Gutter, Streetlights	From: 0.12 Mi. n/o Whitesbridge To: 0.25 mi. n/o Nielsen	$5,040,000							X	X
Kerman, City of	FRE501795		State-145	Widen 2 LU to 4 LD, Sidewalks, Bike Lanes, Curb and Gutter, Streetlights	From: Church To: 0.25 Mi. s/o Jensen	$6,000,000							X	X
Kingsburg, City of	FRE500635		Local-Bethel	In Kingsburg, widen Bethel Ave from SR 99 to Kern: 2 L to 4 L	From: SR 99 To: Kern	$6,000,000							X	X
Fresno, City of	FRE500725		Local-Golden State	Widen from 2 LU to 4 LU with bike lanes and sidewalks	From: Veterans To: Shaw	$6,820,000					X	X	X	X
Selma, City of	FRE504226		Local-Highland Avenue	Highland Avenue - Whitson to Dinuba, Widen to 4-lane divided arterial and rehabilitate roadway	From: Whitson To: Dinuba	$1,141,000							X	X
Kerman, City of	FRE501796		Local-Modoc	Construct 2 LD Collector,Median, Sidewalks, Bike Lanes, Curb and Gutter, Streetlights	From: UPRR To: Whitesbridge	$4,600,000							X	X
Selma, City of	FRE504232		Local-McCall Avenue	McCall Avenue - Springfield to Manning, Widen to 4-lane divided arterial and rehabilitate roadway	From: Springfield To: Manning	$891,000							X	X
Fresno, City of	FRE501766		Local-Muscat	New 3 LU with bike lanes, sidewalks, curb and gutter	From: Fig To: Elm	$2,000,000					X	X	X	X
Kerman, City of	FRE504368		State-180	SR 180 - Modoc to Siskiyou, 2LU TO 4LD, Widen Collector from 2 lane undivided to 4 lane divided inclusive of sidewalks, bike lanes, curb, gutter and street lights	From: Modoc To: Siskiyou	$2,800,000								X
Kingsburg, City of	FRE500450		Local-Stroud	In Kingsburg widen Stroud Avenue from 10th to Simpson from 2 lanes to 4 lanes	From: 10th To: Simpson	$4,500,000							X	X
Kerman, City of	FRE504361		Local-Nielsen	Nielsen - SR 145 to Goldenrod, new 2LD, Construct 2 lane divided Collector inclusive of sidewalks, bike lanes, curb, gutter and street lights	From: SR 145 To: Goldenrod	$5,000,000								X
Kerman, City of	FRE504357		Local-Sycamore	Sycamore - SR 180 to Belmont, new 2LD, Construct 2 lane divided Collector inclusive of sidewalks, bike lanes, curb, gutter and street lights	From: SR 180 To: Belmont	$5,000,000								X
Kerman, City of	FRE501799		State-180	Widen 3 LU to 4 LD, Sidewalks, Bike Lanes, Curb & Gutter, Streetlights	From: Goldenrod To: Howard	$7,200,000							X	X
Fresno, City of	FRE500751		Local-Jensen	4 LD to 6 LD with Class 1 bike path/trail	From: Clovis To: Temperance	$12,270,000					X	X	X	X
Fresno County	FRE504990		Local-E North Ave	Shoulder widening, increase capacity from 2-lane to 4-lane road	From: S Golden State Blvd To: S Clovis Ave	$27,041,000			X	X	X	X	X	X
Fresno, City of	FRE500723		Local-Gettysburg	3 LU with bike lanes, sidewalks, curb & gutter	From: Polk To: Golden State	$2,000,000					X	X	X	X
Fowler, City of	FRE504802		State-99	In Fowler Ave, on SR 99 at Adams Ave, construct additional on ramp for SR99 S and an offramp for SR99 N.	From: Adams Ave To:	$2,000,000					X	X	X	X
Kerman, City of	FRE501791		Local-Church	Construct 2 LU Collector, Curb and Gutter, Streetlights	From: Madera To: Vineland	$2,300,000							X	X
Fresno, City of	FRE501776		Local-Shaw	4 LD to 6 LD with bike lanes and sidewalk	From: Cornelia To: Brawley	$5,885,000							X	X
Parlier, City of	FRE504720		Local-South Avenue	In Parlier, on South Avenue beginning on Mendocino Avenue to Newmark Avenue, construct missing roadway segment with a Class I ped/bike facility.	From: Mendocino To: Newmark	$10,000,000								X
Clovis, City of	FRE500376		Local-Leonard	Unconstructed to 4LD	From: 1.0 m N of Shaw (Bullard) To: Tollhouse	$40,586,000						X	X	X
Selma, City of	FRE504238		Local-Nebraska Avenue	Nebraska Avenue - Whitson to Dockery, Widen to 4-lane divided arterial and rehabilitate roadway	From: Whitson To: Dockery	$430,000			X	X	X	X	X	X
Selma, City of	FRE504216		Local-Dinuba Avenue	Dinuba AvenueGolden State to Highland Widen to 4-lane divided arterial and rehabilitate roadway	From: Golden State To: Highland	$1,002,000							X	X
Clovis, City of	FRE500538		Local-Villa	2LU to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	From: Herndon Ave To: Fir	$1,227,000		X	X	X	X	X	X	X
Fresno, City of	FRE501772		Local-North	2 LU to 5 LU with bike lanes, sidewalks, curb and gutter with Class 1 bike path/trail	From: Fig To: Elm	$2,000,000			X	X	X	X	X	X
Kerman, City of	FRE504356		Local-Sycamore	Sycamore - Kearney to SR 180, new 2LD, Construct 2 lane divided Collector inclusive of sidewalks, bike lanes, curb, gutter and street lights	From: Kearney To: SR 180	$2,500,000								X
Kerman, City of	FRE504367		State-180	SR 180 - Lassen to Modoc, 2LU TO 4LD, Widen Collector from 2 lane undivided to 4 lane divided inclusive of sidewalks, bike lanes, curb, gutter and street lights	From: Lassen To: Modoc	$2,800,000								X
Fresno, City of	FRE500726		Local-Golden State	Widen from 2 LU to 4 LU with sidewalks and bike lanes	From: Herndon To: Veterans	$4,000,000			X	X	X	X	X	X
Fresno, City of	FRE504103		Local-WHITESBRIDGE	2 LU to 4 LD with bike lanes, gutter, curb, sidewalks	From: MARKS To: HUGHES	$4,000,000				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	2027	2029	2031	2032	2035	2037	2046	2049
Kerman, City of	FRE504351		Local-Lassen	Lassen - SR 180 to Belmont, 2LU TO 4LD, Widen Collector from 2 lane undivided to 4 lane divided inclusive of sidewalks, bike lanes, curb, gutter and street lights	From: SR 180 To: Belmont	$5,600,000								X
Kerman, City of	FRE504364		Local-Belmont	Belmont - Siskiyou to SR 145, 2LU TO 4LD , Widen Collector from 2 lane undivided to 4 lane divided inclusive of sidewalks, bike lanes, curb, gutter and street lights	From: Siskiyou To: SR 145	$5,600,000								X
Kerman, City of	FRE504360		Local-Howard	Howard - SR 180 to Belmont, 2LU TO 4LD , Widen Collector from 2 lane undivided to 4 lane divided inclusive of sidewalks, bike lanes, curb, gutter and street lights	From: SR 180 To: Belmont	$5,600,000								X
Kerman, City of	FRE504371		Local-Jensen	Jensen - Siskiyou to SR 145, 2LU TO 4LD, Widen Collector from 2 lane undivided to 4 lane divided inclusive of sidewalks, bike lanes, curb, gutter and street lights	From: Siskiyou To: SR 145	$5,600,000								X
Kerman, City of	FRE504372		Local-Jensen	Jensen - SR 145 to Goldenrod, 2LU TO 4LD, Widen Collector from 2 lane undivided to 4 lane divided inclusive of sidewalks, bike lanes, curb, gutter and street lights	From: SR 145 To: Goldenrod	$5,600,000								X
Kingsburg, City of	FRE500466		Local-Sierra St	In Kingsnurg widen Sierra Street from Bethel to 6th Avenue Drive 2 LU to 4 LU	From: Bethel Ave To: Sixth St	$6,500,000							X	X
Kingsburg, City of	FRE500367		Local-Kamm Avenue	In Kingsburg on Kamm Avenue from Golden State Blvd to 10th Ave; widen 2 LU to 4 LU	From: Golden State Blvd To: 10th Ave	$6,500,000							X	X
Clovis, City of	FRE500608		Local-Armstrong	2LU to 3LU, w/TWLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Utility Relocation, Fiber Optics	From: Herndon To: Alluvial	$2,577,000		X	X	X	X	X	X	X
Clovis, City of	FRE500708		Local-Fowler	2LU to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics, Bridge at Enterprise Canal	From: Nees To: (Shepherd) Enterprise Bridge	$12,271,000	X	X	X	X	X	X	X	X
Fresno, City of	FRE500715		Local-Friant	4 LD to 6 LD with bike lanes, sidewalks, curb, gutter	From: Shepherd To: Copper	$12,840,000					X	X	X	X
Selma, City of	FRE504233		Local-Floral Avenue	Floral Avenue - McCall to Dockery, Widen to 4-lane divided arterial and rehabilitate roadway	From: McCall To: Dockery	$891,000					X	X	X	X
Selma, City of	FRE504243		Local-Dockery Avenue	Dockery Avenue - Rose to Nebraska, Widen to 4-lane collector and rehabilitate roadway	From: Rose To: Nebraska	$893,000					X	X	X	X
Fresno, City of	FRE501778		Local-Sommerville	3 LD to 4 LD w/ BL, G, C, SW	From: Plymouth To: Chestnut	$900,000			X	X	X	X	X	X
Kerman, City of	FRE501792		Local-Del Norte	Construct 2 LU Collector, Curb and Gutter, Streetlights	From: Church To: UPRR	$2,300,000							X	X
Fresno County	FRE500456		Local-Chestnut	2 LU to 4 LD	From: American To: SR 99	$4,100,000								X
Reedley, City of	FRE500765		Local-Floral Ave	Reconstruct 2-lane Floral Ave to 3R standards from Reed Ave to Buttonwillow Ave - add shoulders and sidewalk	From: Reed Ave To: Buttonwillow Ave	$5,500,000								X
Kerman, City of	FRE504366		Local-Belmont	Belmont - Goldenrod to Howard, 2LU TO 4LD, Widen Collector from 2 lane undivided to 4 lane divided inclusive of sidewalks, bike lanes, curb, gutter and street lights	From: Goldenrod To: Howard	$5,600,000								X
Fresno, City of	FRE501782		Local-Veterans Blvd	6 LD bike lanes, gutter, curb, sidewalk, trail	From: Hayes To: Herndon	$6,490,000	X	X	X	X	X	X	X	X
Clovis, City of	FRE500629		Local-Behymer	2LU to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	From: Willow To: Minnewawa	$10,798,000	X	X	X	X	X	X	X	X
Selma, City of	FRE504218		Local-Dinuba Avenue	Dinuba Avenue - Highland to Thompson Widen to 4-lane divided arterial and rehabilitate roadway	From: Highland To: Thompson	$893,000					X	X	X	X
Fresno, City of	FRE500728		Local-Grantland	2 LU to 4 LD with bike lanes, sidewalks, curb, gutter, trail	From: Belmont To: Shields	$6,000,000					X	X	X	X
Fresno County	FRE500603		Local-American	2 LU to 4 LD	From: SR 41 To: SR 99	$13,325,000								X
Clovis, City of	FRE500494		Local-Shepherd	3LU to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics, Traffic Signal at Shepherd and Peach	From: Willow To: Clovis	$17,179,000	X	X	X	X	X	X	X	X
Clovis, City of	FRE503877		State-168	Add lanes	From: Shaw To: HWY168	$483,000							X	X
Kerman, City of	FRE501789		Local-California	Construct 2 LD Collector, Median, Sidewalks, Bike Lanes, Curb and Gutter, Streetlights	From: Modoc To: 0.25 Mi. e/o Modoc	$1,300,000							X	X
Fresno, City of	FRE501081		Local-California	2 LU to 3 LU with bike lanes and sidewalks, curb, gutter	From: Marks To: Hughes	$1,600,000			X	X	X	X	X	X
Fresno, City of	FRE501779		Local-Teague	2 LU to 5 LU with bike lanes and sidewalk	From: Cedar To: Maple	$1,960,000					X	X	X	X
Fresno, City of	FRE501742		Local-Barstow	3 LU to 5 LU with bike lanes and sidewalk	From: Veterans To: Island Waterpark	$2,156,000	X	X	X	X	X	X	X	X
Fresno, City of	FRE500673		Local-Church	2 LU to 3 LU with bike lanes, sidewalks, curb, and gutter	From: Fowler To: Temperance	$2,860,000					X	X	X	X
Clovis, City of	FRE500434		Local-Perrin	Unconstructed to 4LU, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	From: Willow To: Peach	$3,681,000	X	X	X	X	X	X	X	X
Kingsburg, City of	FRE500753		Local-Kamm Avenue	In Kingsburg, widen Kamm Ave from 10th Ave (Academy) to Madsen: 2 LU to 4 LU	From: 10th Ave. (Academy) To: Madsen	$4,500,000							X	X
Kerman, City of	FRE504362		Local-Nielsen	Nielsen - Goldenrod to Howard, new 2LD, Construct 2 lane divided Collector inclusive of sidewalks, bike lanes, curb, gutter and street lights	From: Goldenrod To: Howard	$5,000,000								X
Kerman, City of	FRE504355		Local-Sycamore	Sycamore - Jensen to California, new 2LD, Construct 2 lane divided Collector inclusive of sidewalks, bike lanes, curb, gutter and street lights	From: Jensen To: California	$5,000,000								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**	**2027**	**2029**	**2031**	**2032**	**2035**	**2037**	**2046**	**2049**
Clovis, City of	FRE500699		Local-DeWolf	2LU to 4LD, w/2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter and Fiber Optics, Traffic Signal at DeWolf and Loma Vista	From: Gettysburg To: Shaw	$5,565,000	X	X	X	X	X	X	X	X
Kerman, City of	FRE501793		Local-Howard	Widen 2 LU to 4 LD, Sidewalks, Bike Lanes, Curb and Gutter, Streetlights	From: California To: Whitesbridge	$5,600,000							X	X
Kerman, City of	FRE504373		Local-Jensen	Jensen - Goldenrod to Howard, 2LU TO 4LD, Widen Collector from 2 lane undivided to 4 lane divided inclusive of sidewalks, bike lanes, curb, gutter and street lights	From: Goldenrod To: Howard	$5,600,000								X
Kingsburg, City of	FRE500595		Local-18th Avenue/Mendocino	In Kingsburg, widen 18th Ave/Mendocino from Stroud to SR99; 2 LU to 4 LU	From: Stroud Ave To: SR 99	$7,500,000							X	X
Kerman, City of	FRE501797		Local-Nielsen	Construct 2 LD Collector, Median, Sidewalks, Bike Lanes, Curb and Gutter, Streetlights	From: Madera To: Sycamore	$7,800,000							X	X
Clovis, City of	FRE503817		State-168	Additional lanes and signal improvements	From: Owens Mountain To: HWY168	$42,072,000							X	X
Selma, City of	FRE504222		Local-Dinuba Avenue	Dinuba Avenue - McCall to Dockery, widen to 4-lane divided arterial and rehabilitate roadway	From: McCall To: Dockery	$871,000			X	X	X	X	X	X
Parlier, City of	FRE504723		Local-Milton Avenue	In Parlier, on Milton Avenue beginning on Espinosa Avenue to Manning Avenue, construct missing roadway segment with a Class II bike facility.	From: Espinosa To: Manning	$1,000,000							X	X
Clovis, City of	FRE501727		Local-PLYMOUTH	Unconstructed to 2LU, w/ 2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	From: WILLOW To: PEACH	$1,754,000			X	X	X	X	X	X
Fresno, City of	FRE501774		Local-Roeding	2 LD to 4 LD with bike lanes, sidewalks, curb, gutter	From: Kearney To: Nielsen	$1,800,000					X	X	X	X
Reedley, City of	FRE500958		Local-Huntsman Avenue	Roadway widening - 2 to 4 lanes: Reconstruct 2-lane Huntsman Ave to 3R standards from Buttonwillow Avenue to Traver Creek	From: Buttonwillow Ave To: Traver Creek	$1,900,000								X
San Joaquin, City of	FRE500816		Local-Elm Avenue	In San Joaquin, on Elm Avenue between California Avenue and Colorado Avenue, construct roadway including curb, gutter, and sidewalk.	From: California Avenue To: Colorado Avenue	$2,100,000			X	X	X	X	X	X
Kerman, City of	FRE501790		Local-Church	Construct 2 LD Collector,Median, Sidewalks, Bike Lanes, Curb and Gutter, Streetlights	From: Modoc To: Siskiyou	$2,600,000							X	X
Kingsburg, City of	FRE504376		Local-Bethel Avenue	In Kingsburg, Widening Bethel Avenue including curb and gutter, sidewalk, crosswalks, bike lanes, ADA compliant ramps, appropriate signage and striping, wayfinding signage from Kamm Avenue to Mountain View Avenue.	From: Kamm Avenue To: Mountain View Avenue	$6,000,000							X	X
Clovis, City of	FRE500408		Local-Nees	3LD to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optic, Traffic Signal at Nees and Armstrong	From: Armstrong To: Temperance	$6,764,000			X	X	X	X	X	X
Clovis, City of	FRE500410		Local-Nees	2LU to 4LD Complete incomplete portions, Traffic Signal at Nees and Sunnyside	From: Clovis To: Fowler	$6,764,000			X	X	X	X	X	X
Mendota, City of	FRE504017		Local-Smoot Avenue	Extend Smoot Avenue west to Amador Avenue with bike lanes, sidewalk and on-street parking for Rojas Pierce Park	From: Gregg Ct W To: Amador Avenue	$1,000,000	X	X	X	X	X	X	X	X
Selma, City of	FRE504215		Local-Rose Avenue	Widen to 4-lane divided arterial and rehabilitate roadway, Rose Avenue - Country Club to Amber	From: Country Club To: Amber	$1,118,000			X	X	X	X	X	X
Mendota, City of	FRE504016		Local-Amador Avenue	Extend Amador Avenue from Oxnard Street to Belmont Avenue	From: Oxnard Street To: Belmont Avenue	$1,250,000		X	X	X	X	X	X	X
Kerman, City of	FRE501798		Local-Siskiyou	Construct 2 LD Collector,Median, Sidewalks, Bike Lanes, Curb and Gutter, Streetlights	From: 0.25 Mi. s/o Jensen To: Jensen	$1,300,000								X
Selma, City of	FRE504239		Local-Nebraska Avenue	Nebraska Avenue - Dockery to Amber, Widen to 4-lane divided arterial and rehabilitate roadway	From: Dockery To: Amber	$1,335,000							X	X
Clovis, City of	FRE501730		Local-PRYOR	Unconstructed to 2LU, w/ 2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	From: WILLOW To: PEACH	$1,754,000			X	X	X	X	X	X
Sanger, City of	FRE501804		Local-Bethel Avenue	Widen to 4-lane divided arterial and rehabilitate roadway	From: North Ave To: Central Ave	$2,221,000					X	X	X	X
Kerman, City of	FRE504369		Local-Church	Church - Lassen to Modoc, new 2LD, Construct 2 lane divided Collector inclusive of sidewalks, bike lanes, curb, gutter and street lights	From: Lassen To: Modoc	$2,500,000								X
Kerman, City of	FRE504353		Local-Del Norte	Del Norte - Jensen to Church, new 2LD, Construct 2 lane divided Collector inclusive of sidewalks, bike lanes, curb, gutter and street lights	From: Jensen To: Church	$2,500,000								X
Fresno, City of	FRE501762		Local-Marty	2 LD to 4 LD with bike lanes, gutter, curb, sidewalks	From: Weber To: Ashlan	$3,000,000			X	X	X	X	X	X
Fresno, City of	FRE500746		Local-Hughes	2 LU to 3 LU with bike lanes, sidewalks, curb, gutter	From: Church To: Whites Bridge	$5,000,000					X	X	X	X
Kerman, City of	FRE504352		Local-Modoc	Modoc - Jensen to California, new 2LD, Construct 2 lane divided Collector inclusive of sidewalks, bike lanes, curb, gutter and street lights	From: Jensen To: California	$5,000,000								X
Clovis, City of	FRE500407		Local-Nees	2LU to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optic	From: Temperance To: Locan	$5,522,000	X	X	X	X	X	X	X	X
Kerman, City of	FRE504349		Local-Lassen	Lassen - Jensen to California, 2LU TO 4LD, Widen Collector from 2 lane undivided to 4 lane divided inclusive of sidewalks, bike lanes, curb, gutter and street lights	From: Jensen To: California	$5,600,000								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	2027	2029	2031	2032	2035	2037	2046	2049
Kerman, City of	FRE504350		Local-Lassen	Lassen - California to SR180, 2LU TO 4LD, Widen Collector from 2 lane undivided to 4 lane divided inclusive of sidewalks, bike lanes, curb, gutter and street lights	From: California To: SR180	$5,600,000								X
Kerman, City of	FRE504363		Local-Belmont	Belmont - Lassen to Siskiyou, 2LU TO 4LD , Widen Collector from 2 lane undivided to 4 lane divided inclusive of sidewalks, bike lanes, curb, gutter and street lights	From: Lassen To: Siskiyou	$5,600,000								X
Kerman, City of	FRE504365		Local-Belmont	Belmont - SR 145 to Goldenrod, 2LU TO 4LD, Widen Collector from 2 lane undivided to 4 lane divided inclusive of sidewalks, bike lanes, curb, gutter and street lights	From: SR 145 To: Goldenrod	$5,600,000								X
Kerman, City of	FRE504359		Local-Howard	Howard - Jensen to California, 2LU TO 4LD , Widen Collector from 2 lane undivided to 4 lane divided inclusive of sidewalks, bike lanes, curb, gutter and street lights	From: Jensen To: California	$5,600,000								X
Kerman, City of	FRE504370		Local-Jensen	Jensen - Lassen to Siskiyou, 2LU TO 4LD, Widen Collector from 2 lane undivided to 4 lane divided inclusive of sidewalks, bike lanes, curb, gutter and streetlights	From: Lassen To: Siskiyou	$5,600,000								X
Clovis, City of	FRE500736		Local-Herndon	2LU to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	From: DeWolf To: McCall	$52,621,000							X	X
Kingsburg, City of	FRE500592		Local-10th Avenue	In Kingsburg, widen 10th Avenue from Kern St. to Clarkson Ave: 2 LU to 4 LD	From: Kern St. To: Clarkson Ave.	$1,000,000							X	X
Selma, City of	FRE504231		Local-McCall Avenue	McCall Avenue - Dinuba to Springfield, Widen to 4-lane divided arterial and rehabilitate roadway	From: Dinuba To: Springfield	$1,809,000			X	X	X	X	X	X
Kingsburg, City of	FRE500461		Local-Kern	In Kingsburg Widen Kern-Rafer Johnson Drive to 10th from 2 to 4 lanes	From: Rafer Johnson Drive To: 10th	$3,550,000							X	X
Kingsburg, City of	FRE500594		Local-18th	In Kingsburg, widen 18th Ave from Mountain View to Stroud: 2 L to 4 L	From: Mountain View To: Stroud	$5,000,000							X	X
Clovis, City of	FRE500373		Local-Leonard	2LU to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics, Bridge at Enterprise Canal, Traffic Signal at Leonard and Shaw	From: Shaw To: Bullard	$13,498,000	X	X	X	X	X	X	X	X
Selma, City of	FRE504224		Local-Dinuba Avenue	Dinuba Avenue - Dockery to Orange, Widen to 4-lane divided arterial and rehabilitate roadway	From: Dockery To: Orange	$577,000					X	X	X	X
Selma, City of	FRE504228		Local-Orange Avenue	Orange Avenue - Nelson to Floral, Widen to 4-lane divided arterial and rehabilitate roadway	From: Nelson To: Floral	$987,000					X	X	X	X
Clovis, City of	FRE500697		Local-DeWolf	2LU to 4LD 2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	From: Barstow To: Bullard	$1,380,000	X	X	X	X	X	X	X	X
Fresno County	FRE500473		Local-Central	2 LU to 4 LD	From: Goldenstate To: Willow	$2,050,000							X	X
Kingsburg, City of	FRE500369		Local-Kern	In Kingsburg on Kern Ave from Rafer Johnson to Bethel; widen from 2 to 4 lanes	From: Rafer Johnson Dr To: Bethel	$2,250,000							X	X
Clovis, City of	FRE500375		Local-Leonard	3LD to 4LD, North 300 feet is 2LU Bottleneck, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	From: Ashlan To: Gettysburg	$3,383,000			X	X	X	X	X	X
Fresno, City of	FRE504104		Local-GRANTLAND	Grantland Avenue - SR 180 to Belmont: 2LU to 4LD	From: SR 180 To: BELMONT	$4,000,000					X	X	X	X
Kingsburg, City of	FRE500994		Local-Madsen	In Kingsburg on Madsen Avenue from Kamm Ave to Sierra Street - Widen from 2L to 4L	From: Kamm To: Sierra	$4,500,000							X	X
Clovis, City of	FRE500468		Local-Tollhouse	2LU to 3LU, W/2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	From: Locan To: Shepherd	$23,192,000		X	X	X	X	X	X	X
Fresno County	FRE501738		Local-Jayne Avenue	2 LU to 4 LD	From: Glenn Ave To: I-5	$395,000							X	X
Clovis, City of	FRE500698		Local-DeWolf	2LU to 3LU, w/2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics, Bridge at Gould Canal	From: Gould Canal To: Ashlan	$3,068,000		X	X	X	X	X	X	X
Fresno, City of	FRE501753		Local-Dakota	Undeveloped to 3 LU with bike lanes, gutter, curb and sidewalk	From: Grantland To: Hayes	$4,000,000			X	X	X	X	X	X
Clovis, City of	FRE500721		Local-Gettysburg	2LU to 4LU, w/ 2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics, Traffic Signals at Gettysburg and DeWolf & Leonard	From: Dewolf To: Leonard	$4,295,000		X	X	X	X	X	X	X
Fresno, City of	FRE501763		Local-McKinley	2 LD to 4 LD with bike lanes, gutter, curb, sidewalks	From: Polk To: Blythe	$4,500,000			X	X	X	X	X	X
Clovis, City of	FRE500394		Local-McCall	2LU to 6LD, Sidewalks, Bike Lanes,Street Lights, Curb and Gutter, Fiber Optics	From: Bullard To: Herndon	$18,406,000						X	X	X
Selma, City of	FRE504021		Local-DeWolf Avenue	Widen and rebuild DeWolf Avenue from Floral Avenue to the proposed park North of Rockwell Pond.	From: Floral To: Rockwell Pond	$875,000		X	X	X	X	X	X	X
Selma, City of	FRE504234		Local-Floral Avenue	Floral Avenue - Dockery to Amber, Widen to 4-lane divided arterial and rehabilitate roadway	From: Dockery To: Amber	$1,344,000			X	X	X	X	X	X
Fresno, City of	FRE501740		Local-Annadale	New 3 LU with bike lanes, sidewalks, curb and gutter	From: West To: Fruit	$1,441,000					X	X	X	X
Clovis, City of	FRE501720		Local-HERITAGE GROVE MAIN STREET	Unconstructed to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter	From: WILLOW To: PEACH	$5,565,000	X	X	X	X	X	X	X	X
Kingsburg, City of	FRE500661		Local-Caruthers	In Kingsburg, widen existing sections of Caruthers Ave from Bethel to Academy and 18th to Madsen from 2L to 4L, and construct new 4L road from Academy to 18th.	From: Bethel To: Madsen	$8,000,000							X	X
Clovis, City of	FRE500748		Local-International	Unconstructed to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	From: Willow To: Minnewawa	$13,155,000							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**	**2027**	**2029**	**2031**	**2032**	**2035**	**2037**	**2046**	**2049**
Huron, City of	FRE501787		Local-Tornado Ave	Tornado Ave from Azteca Blvd to O St - Construction of new 2 lane collector street	From: Azteca To: O St	$1,200,000		X	X	X	X	X	X	X
Fresno, City of	FRE500677		Local-Clinton	2 LU to 3 LU with bike lanes, sidewalks	From: Fowler To: Locan	$3,000,000			X	X	X	X	X	X
Clovis, City of	FRE500743		Local-Highland	2LU to 3LU, w/2WLTL, Sidewalks, Bike Lanes, Street Light, Curb and Gutter, Fiber Optics	From: Dakota To: Ashlan	$3,214,000			X	X	X	X	X	X
Fresno, City of	FRE501771		Local-North	2 LU to 5 LU with bike lanes, sidewalks, curb and gutter	From: Willow To: Minnewawa	$3,920,000			X	X	X	X	X	X
Kingsburg, City of	FRE500674		Local-Clarkson	In Kingsburg, widen Clarkson Ave from Greenwood to Rd 12; 2 lanes to 4 lanes	From: Greenwood To: Rd 12	$6,500,000							X	X
Clovis, City of	FRE500652		Local-Bullard	2LU to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics, Traffic Signal at Bullard and Leonard	From: Leonard To: Highland	$6,626,000			X	X	X	X	X	X
Clovis, City of	FRE503879		Local-Herndon	Additional lane form EB to WB on-ramp (2 lane to 3 lane widen)	From: EB on-ramp To: WB on-ramp	$242,000							X	X
Clovis, City of	FRE503878		State-168	Add lane	From: Bullard To: HWY168	$315,000							X	X
Selma, City of	FRE504240		Local-Orange Avenue	Orange Avenue - Nelson to Dinuba, Widen to 4-lane collector and rehabilitate roadway	From: Nelson To: Dinuba	$967,000							X	X
Selma, City of	FRE504225		Local-Dinuba Avenue	Dinuba Avenue - Orange to Amber, Widen to 4-lane divided arterial and rehabilitate roadway	From: Orange To: Amber	$970,000							X	X
Clovis, City of	FRE501732		Local-SYLMAR	Unconstructed to 2LU, w/ 2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	From: SHEPHERD To: PERRIN	$1,754,000			X	X	X	X	X	X
Fresno, City of	FRE501750		Local-Chestnut	2 LU to 4 LU with bike lanes curb, gutter and sidewalks	From: Behymer To: International	$2,000,000					X	X	X	X
Fresno, City of	FRE500678		Local-Clinton	2 LU to 3 LU with bike lanes, gutter, curb and sidewalks	From: Grantland To: Hayes	$2,860,000			X	X	X	X	X	X
Clovis, City of	FRE500429		Local-Peach	2LU to 4LU, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics, Signals at Perrin and Behymer	From: Shepherd To: Behymer	$3,681,000	X	X	X	X	X	X	X	X
Clovis, City of	FRE500480		Local-Minnewawa	3L to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	From: Fir To: Alluvial	$3,681,000	X	X	X	X	X	X	X	X
Fresno, City of	FRE500676		Local-Clinton	2 LU to 5 LU with bike lanes, gutter, curb and sidewalks	From: Polk To: Blythe Ave	$3,920,000			X	X	X	X	X	X
Clovis, City of	FRE500722		Local-Gettysburg	Unconstructed to 4LU, w/2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics, Bridge at Dog Creek	From: Leonard To: Highland	$6,258,000	X	X	X	X	X	X	X	X
Clovis, City of	FRE500681		Local-Clovis	Construct new 6L Divided Arterial, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics, Traffic Signal at Perrin	From: Behymer To: Shepherd	$13,498,000	X	X	X	X	X	X	X	X
Clovis, City of	FRE500393		Local-McCall	2LU to 6LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	From: Griffith To: Shaw	$24,542,000						X	X	X
Clovis, City of	FRE500396		Local-McCall	Unconstructed to 6 LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	From: Herndon To: Shepherd	$42,948,000						X	X	X
Clovis, City of	FRE500609		Local-Armstrong	2LU to 4LU or 3 LU, w/TWLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Utility Relocation, Fiber Optics	From: Ashlan To: Gettysburg	$2,332,000	X	X	X	X	X	X	X	X
Kingsburg, City of	FRE500478		Local-Kamm Ave	In Kingsburg, widen Kamm Ave from Simpson to 10th/Academy: 2 Lanes to 4 Lanes	From: Simpson To: 10th (Academy)	$4,500,000							X	X
Clovis, City of	FRE500479		Local-Locan	2LU to 3LU, w/2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics, Bridge at Gould Canal	From: Gould Canal To: Holland	$7,363,000		X	X	X	X	X	X	X
Clovis, City of	FRE500687		Local-Copper	2LU to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	From: Willow To: Sunnyside	$49,332,000							X	X
Huron, City of	FRE501785		Local-12th St	Complete connection between 12th St and Lassen Ave	From: 12th St To: Lassen	$850,000			X	X	X	X	X	X
Clovis, City of	FRE503882		State-168	WB loop on-ramp	From: Fowler To: HWY168	$1,670,000							X	X
Orange Cove, City of	FRE501800		State-63	Widen to 4-lane arterial and rehabilitate roadway	From: Park To: Clayton	$4,200,000			X	X	X	X	X	X
Reedley, City of	FRE500713		Local-Frankwood Ave	Reconstruct and widen Frankwood Ave from 2 to 4 lanes between I Street and Floral Ave	From: I Street To: Floral Ave	$4,500,000								X
Clovis, City of	FRE500615		Local-Ashlan	3LU to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Utility Relocation, Fiber Optics	From: Dewolf To: Leonard	$5,120,000		X	X	X	X	X	X	X
Clovis, City of	FRE500401		Local-Minnewawa	2LU to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optic, Bridge at Enterprise Canal, and Signals at Copper and International	From: Behymer To: Copper	$6,442,000		X	X	X	X	X	X	X
Clovis, City of	FRE500682		Local-Clovis	Unconstructed to 6 LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics, Bridge at Enterprise Canal	From: Behymer To: Copper	$15,952,000			X	X	X	X	X	X
Fresno County	FRE504995		Local-S Clovis Ave	Shoulder widening, increase capacity from 2-lane to 4-lane road	From: CA-99 To: E Mountain View Ave	$51,693,000			X	X	X	X	X	X
Fresno, City of	FRE501759		Local-Jeanne	3 LU to 5 LU with bike lanes and sidewalk	From: Cornelia To: Ellery	$1,960,000					X	X	X	X
Reedley, City of	FRE503539		Local-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	From: Evergreen Ave To: South Ave	$3,000,000								X
Clovis, City of	FRE500500		Local-Shepherd	3LU to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	From: Armstrong To: Temperance	$6,135,000		X	X	X	X	X	X	X
Clovis, City of	FRE500453		Local-Alluvial	Unconstructed to 4 LD, Sidewalk, Bike Lanes, Curb and Gutter, Street Lights, and Fiber Optics	From: Nees To: Dewolf	$6,750,000	X	X	X	X	X	X	X	X
Clovis, City of	FRE500498		Local-Shepherd	3LD to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics (north of centerline)	From: Clovis To: Fowler	$11,044,000		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	2027	2029	2031	2032	2035	2037	2046	2049
Clovis, City of	FRE500492		Local-Shepherd	2LU to 3LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics (south of the centerline)	From: Clovis To: Fowler	$12,270,000	X	X	X	X	X	X	X	X
Clovis, City of	FRE500496		Local-Shepherd	3LD to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics, Traffic Signal at Shepherd and Locan	From: Temperance To: Dewolf	$16,444,000							X	X
Kingsburg, City of	FRE504374		Local-Madsen Avenue	In Kingsburg on Madsen Avenue from Kamm Avenue to Azalea Street; road widening and reconstruction	From: Kamm Avenue To: Azalea Street	$5,000,000							X	X
Clovis, City of	FRE501734		Local-Teague	Unconstructed to 2LU, w/ 2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter	From: Marion To: Fowler	$9,350,000					X	X	X	X
Clovis, City of	FRE500395		Local-McCall	2LU to 6LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics, Bridge at Enterprise	From: Shaw To: Bullard	$18,406,000						X	X	X
Clovis, City of	FRE503866		Local-Owens Mountain	Unconstructed to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	From: SR168 To: Alexander Pkwy	$18,407,000					X	X	X	X
Caltrans	FRE504160		State-180	Add additional laneOperational	From: SR 180 To: SR 99	$4,500,000			X	X	X	X	X	X
Caltrans	FRE504156		State-33	Add passing lanes between Firebaugh and MendotaOperational	From: Firebaugh To: Mendota	$9,000,000			X	X	X	X	X	X
Caltrans	FRE504157		State-198	Add passing lanes between between NAS Lemoore and I-5Operational	From: Lemoore To: I-5	$9,000,000			X	X	X	X	X	X
Caltrans	FRE504155		State-180	Add passing lanes between Kerman and MendotaOperational	From: Kerman To: Mendota	$9,000,000				X	X	X	X	X
Caltrans	FRE504144		State-99	Modify/Reconstruct Interchange	From: Mendocino To: 99	$12,800,000							X	X
Caltrans	FRE504138		State-99	American Ave @ SR 99-Interchange Improvements(Measure C Project RK in the Rural Regional Program)	From: AMERICAN To: AMERICAN	$61,600,000			X	X	X	X	X	X
Caltrans	FRE504137		State-99	Reconstruct Interchange	From: To:	$84,000,000					X	X	X	X
Caltrans	FRE505075		State-99	North/Cedar/SR 99-Improve Interchange	From: Cedar/North To: American	$112,300,000			X	X	X	X	X	X
Fresno, City of	FRE500706		Local-M L K	2 LU to 3 LU with bike lanes, sidewalks, trail	From: Jensen To: Church	$4,300,000	X	X	X	X	X	X	X	X
Fresno, City of	FRE501076		Local-Stanislaus	Convert Stanislaus to 2-way traffic from SR-99 to P Street	From: SR-99 To: P Street	$5,000,000			X	X	X	X	X	X
Fresno, City of	FRE504110		Local-N/A	Grade Separate Blackstone and McKinley Avenues to eliminate existing BNSF At Grade Crossings with bike and ped improvements	From: Blackstone To: McKinley	$193,000,000			X	X	X	X	X	X
Fresno, City of	FRE500749		Local-Jensen	2 LU to 3 LD with bike lanes, sidewalks, curb, gutter, trail	From: Fruit To: Martin Luther King Blvd	$4,830,000			X	X	X	X	X	X
Fresno, City of	FRE500691		Local-Dakota	2 LU to 3 LU with bike lanes, gutter, curb and sidewalks	From: Polk To: Valentine	$5,710,000			X	X	X	X	X	X
Fresno, City of	FRE504120		Local-TUOLUMNE/A ST	Tuolumne 2-Way Conversion, A Street to E Street	From: A ST To: E ST	$1,328,000	X	X	X	X	X	X	X	X
Fresno, City of	FRE501509		Local-Hughes	2 LU to 3LU with bike lanes, sidewalks, curb, gutter	From: McKinley To: 180	$1,500,000			X	X	X	X	X	X
Fresno, City of	FRE501071		Local-M Street	Convert M Street from Stanislaus to SR-41 to 2-way traffic (3 LU with bike lanes)	From: SR-41 To: Stanislaus	$5,710,000			X	X	X	X	X	X
Fowler, City of	FRE504789		Local-Tuolumne St	In Fowler, on Tuolumne Street Alginnment, between Sumner Ave and 6th Street, to include the construction of two undercrossings, on under SR 99 and one beneath the railroad.	From: Sumner Ave To: 6th St	$60,000,000								X
Fresno, City of	FRE501535		Local-Teilman	2 LU to 3 LU widen bridge with bike lanes, sidewalks, curb, gutter	From: Whites Bridge To: Belmont	$3,000,000							X	X
Fresno, City of	FRE501515		Local-Maple	4 LU to 5 LU with bike lanes, sidewalks, curb, gutter	From: Jensen To: Butler	$5,070,000			X	X	X	X	X	X
Fresno, City of	FRE504118		Local-WHITESBRIDGE/B ST	Whitesbridge/B Street 2-Way Conversion,Teilman to Stanislaus	From: TEILMAN To: STANISLAUS	$1,353,000	X	X	X	X	X	X	X	X
Fresno, City of	FRE504210		Local-ABBY	Convert Abby from a 3 lane facility to 2 lanes with bicycle facilities	From: DIVISADERO To: HARVEY	$1,200,000			X	X	X	X	X	X
Fresno, City of	FRE501783		Local-Weber	2 LU with bike lanes, gutter, curb, sidewalks	From: Brawley To: Marty	$2,233,000		X	X	X	X	X	X	X
Fresno, City of	FRE500688		Local-Cornelia	Widen from 2 LU to 3 LU with bike lanes, sidewalks, curb, gutter	From: Shields To: Ashlan	$3,000,000					X	X	X	X
Fresno, City of	FRE500717		Local-Fruit	2 LU to 3 LU with bike lanes, sidewalks, curb, gutter	From: Jensen To: Cesar Chavez	$3,000,000					X	X	X	X
Fresno, City of	FRE501492		Local-Cedar	4 LU to 3 LU with bike lanes	From: Jensen To: Butler	$3,500,000			X	X	X	X	X	X
Fresno, City of	FRE500668		Local-Cherry	2 LU to 3 LU with bike lanes, sidewalks, curb, and gutter	From: North To: Church	$3,500,000			X	X	X	X	X	X
Fresno, City of	FRE504111		Local-TULARE	Grade Separate Tulare Street to eliminate existing BNSF At Grade Crossing	From: TULARE To: Q ST	$40,000,000							X	X
Fresno, City of	FRE501494		Local-Cornelia	Widen from 2 LU to 3 LU with bike lanes, sidewalks, curb, gutter	From: Santa Ana To: Shaw	$1,500,000					X	X	X	X
Fresno, City of	FRE500719		Local-Garfield	2 LU to 3LU with bike lanes, sidewalks, curb, gutter	From: Shields To: Herndon	$15,140,000					X	X	X	X
Fresno, City of	FRE500702		Local-East Ave	2 LU to 3 LU with bike lanes, sidewalks, curb, gutter	From: Central To: Jensen	$4,200,000					X	X	X	X
Fresno, City of	FRE500959		Local-P Street	Convert P Street from one-way to two-way traffic between Cesar Chavez and Divisadero, including traffic signal modifications, upgraded ADA curb ramps, bicycle facilities and restriping.	From: Cesar Chavez To: Divisadero	$4,280,000			X	X	X	X	X	X
Fresno, City of	FRE500658		Local-California	2 LU to 3 LU with bike lanes and sidewalks	From: Hughes To: west	$1,430,000							X	X
Fresno, City of	FRE501526		Local-Orange	2 LU to 3 LU with bike lanes, sidewalks, curb, gutter	From: Hwy 99 To: Railroad	$1,500,000					X	X	X	X
Fresno, City of	FRE500666		Local-Central	2 LU to 3 LU with bike lanes, sidewalks	From: Elm To: Maple	$3,000,000			X	X	X	X	X	X
Fresno, City of	FRE501527		Local-Orange	2 LU to 3 LU with bike lanes, sidewalks, curb, gutter	From: Church To: Cesar Chavez	$4,000,000					X	X	X	X
Fresno, City of	FRE500705		Local-Fig (M L K)	2 LU to 3 LU with bike lanes, sidewalks, curb, gutter	From: North To: Annadale	$1,430,000			X	X	X	X	X	X
Fresno, City of	FRE500729		Local-Grantland	2 LU to 3 LD with bike lanes, sidewalks, curb, gutter, trail	From: Shaw To: Parkway	$7,250,000					X	X	X	X
Fresno, City of	FRE504203		Local-MAPLE	Convert Maple from a 4 LU facility to 3 LD with bicycle facilities	From: CHURCH To: BELMONT	$1,200,000			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	2027	2029	2031	2032	2035	2037	2046	2049
Fresno, City of	FRE501537		Local-Valentine	2 LU to 3 LU with bike lanes, sidewalks, curb, gutter	From: Franklin To: McKinley	$2,849,000	X	X	X	X	X	X	X	X
Fresno, City of	FRE500672		Local-Church	2 LU to 3 LU with bike lanes and sidewalks, curb and gutter	From: West To: Fig	$9,647,000					X	X	X	X
Fresno, City of	FRE500634		Local-Belmont	2 LU to 3 LU with bike lanes, gutter, curbs and sidewalks	From: Cornelia To:Marks	$30,705,000							X	X
Fresno, City of	FRE501499		Local-Fowler	2 LU to 3 LD with sidewalks, curb and gutter	From: Butler To: Kings Canyon	$2,030,000			X	X	X	X	X	X
Fresno, City of	FRE500730		Local-Grantland	2 LU to 3 LU with bike lanes, sidewalks, curb, gutter, trail	From: Shaw To: Veterans	$2,670,000			X	X	X	X	X	X
Fresno, City of	FRE501536		Local-Valentine	2 LU to 3 LU with bike lanes, sidewalks, curb, gutter	From: Whitesbridge To: Hwy 180	$374,000	X	X	X	X	X	X	X	X
Fresno, City of	FRE500665		Local-Central	2 LU to 3 LU with bike lanes, sidewalks	From: Fig To: Elm	$2,000,000					X	X	X	X
Fresno, City of	FRE500735		Local-Hayes	Widen from 2 LU to 3 LU with bike lanes, sidewalks, curb, gutter	From: McKinley To: Dakota	$4,280,000					X	X	X	X
Fresno, City of	FRE500660		Local-California	2 LU to 3 LU with bike lanes, sidewalks	From: Brawley To: Marks	$2,860,000							X	X
Fresno, City of	FRE500669		Local-Cherry	2 LU to 3 LU with bike lanes, sidewalks, curb, gutter	From: Central To: North	$3,000,000					X	X	X	X
Fresno, City of	FRE500734		Local-Hayes	Widen from 2 LU to 3 LU with bike lanes, sidewalks, curb, gutter	From: Dakota To: Shaw	$3,690,000					X	X	X	X
Fresno, City of	FRE504119		Local-AMADOR/A ST	Amador/A Street 2-Way Conversion, Teilman to Tuolumne	From: TEILMAN To: TUOLUMNE	$1,202,000			X	X	X	X	X	X
Selma, City of	FRE504049		State-99	The project consists of Re-aligned at Highway 99 at the existing Mountain View overcrossing to align and to build roundabout intersection control on both sides.	From: Mountain View To: Highway 99	$13,000,000			X	X	X	X	X	X
Fresno, City of	FRE504109		Local-NORTH	North Avenue BNSF UPRR Grade Separation	From: NORTH To: BNSF UPRR	$98,726,000							X	X
Caltrans	FRE505079		State-41	Widen SB off ramp to 4 lanes for operational improvements	From: Friant Road To:	$12,000,000			X	X	X	X	X	X
Fresno, City of	FRE500662		Local-Cedar	2 LU to 2 LD with sidewalks, bike lanes, curb, and gutter	From: American To: Central	$3,000,000					X	X	X	X
Fresno, City of	FRE500701		Local-East	2 LU to 3 LU with bike lanes, sidewalks, curb, gutter	From: Church To: Butler	$3,500,000					X	X	X	X
Kerman, City of	FRE503696		Local-Modoc	Construct At-Grade Railroad Crossing	From: UPRR To: UPRR	$1,000,000								X
Kerman, City of	FRE503688		Local-California	Widen and Improve At-Grade Crossing	From: UPRR To: UPRR	$1,000,000							X	X
Fresno, City of	FRE500689		Local-Cornelia	Widen from 2 LU to 3 LU with bike lanes, sidewalks, curb, gutter	From: Belmont To: McKinley	$3,000,000					X	X	X	X
Fresno, City of	FRE500679		Local-Clinton	2 LU to 3 LU with bike lanes, gutter, curb and sidewalks	From: Hayes To: Polk	$1,430,000			X	X	X	X	X	X
Fresno, City of	FRE500653		Local-Bullard	2 LU to 3 LU with bike lanes and sidewalks	From: Garfield To: Grantland	$3,000,000					X	X	X	X
Fresno, City of	FRE500704		Local-Elm	2 LU to 3 LD with bike lanes, sidewalks, curb, gutter	From: Central To: North	$5,130,000					X	X	X	X
Fresno, City of	FRE501493		Local	2 LU to 3 LU with bike lanes, sidewalks, curb and gutter	From: Orange Ave To: Cedar Ave	$2,000,000			X	X	X	X	X	X
Fresno, City of	FRE190019	20300000749	Local - 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.	Ashlan Ave- From: Polk To: Cornelia	$3,312,500		X	X	X	X	X	X	X
Fresno, City of	FRE250001	20300000750	Local - Clinton Ave	Clinton: Valentine to Marks; 3LU to 5LU, sidewalks, Class II bike lanes with MMA, curb, gutter, curb ramps, streetlights, culvert extension & relocate utilities. Project will now be designed as a five-lane roadway, consisting of two through lanes in each direction and a center two-way left turn lane.	Clinton- From: Valentine To: Marks	$5,967,421			X	X	X	X	X	X
Fresno, City of	FRE111350	20300000738	Local - 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)	Herndon Ave- From: Polk To: Milburn	$24,072,000	X	X	X	X	X	X	X	X
Clovis	FRE111348	20300000731	Local - Herndon Ave	Widen from 2 LU to 6 LD; dual lefts; traffic signal; sidewalk; bike lanes (part of Measure C Project K3 in the Urban Regional Program- split between FRE's 111347 and 111348)	Herndon Ave- From: Temperance To: Locan	$7,030,000		X	X	X	X	X	X	X
Fresno, City of	FRE111346	20300000731	Local - Herndon Ave	Widen from 4 LD to 6 LD (Measure C Project K10 in the Urban Regional Program)	Herndon Ave- From: Weber To: Polk	$2,931,000			X	X	X	X	X	X
Fresno, City of	FRE190001	20300000957	Local - 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.	McKinley Ave- From: Hughes Ave To: Marks Ave	$4,828,100	X	X	X	X	X	X	X	X
Fresno County	FRE150057	20300000912	Local - Millerton Road	Millerton Road - Friant Road to Marina Drive: Widen from 2 LU to 4 LD	Millerton Road- From: Friant To: Marina	$28,318,835			X	X	X	X	X	X
Fresno, City of	FRE111353	20300000729	State 99	Widen Undercrossing to 5 LN (Measure C Project K8 in the Urban Regional Program)	N/A- From: Herndon Ave To: SR 99	$26,365,000			X	X	X	X	X	X
Fresno, City of	FRE111316	20300000729	Local - Peach Ave	Peach Ave from Florence Ave to Jensen Ave; Widen to 4 Lanes (Measure C Project I2C in the Urban Regional Program)	Peach Ave- From: Florence Ave To: Jensen Ave	$4,484,000		X	X	X	X	X	X	X
Fresno, City of	FRE190002	20300000955	Local - 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	Polk Ave- From: Gettysburg To: Shaw	$4,872,000	X	X	X	X	X	X	X	X
Fowler, City of	LSTMP909	20300000843	Local - South Ave	South Avenue: Sanford to Fowler Ave., approximately 0.25 miles; rehabilitation and widening of existing pavement, new bike lanes, pedestrian facilities, and drive approaches.	South Avenue- From: Stanford Ave To: Fowler AVe	$1,248,310	X	X	X	X	X	X	X	X
Fresno, City of	FRE111307	10300000340	Local - Willow Ave	Widen to 3 SB Lanes (Measure C Project D7 in the Urban Regional Program)	Willow Avenue- From: Herndon Ave To: Alluvial Ave	$5,752,000			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**	**2027**	**2029**	**2031**	**2032**	**2035**	**2037**	**2046**	**2049**
Fresno, City of	FRE111343	20300000749	Local - California	Widen from 2 lane undivided to 4 lane divided arterial (Measure C Project H2 in the Urban Regional Program)	California - From: Fruit to Ventura 2 LU to 4 LD	$23,111,000		X	X	X	X	X	X	X
Caltrans	FRE150055	10300000391	State 41	Excelsior Expressway (In Fresno and Kings County about 6 miles north of Lemoore, from 0.3 mile north of Excelsior Avenue undercrossing to 1.0 mile north of Elkhorn Avenue. Widen from 2-lane conventional highway to 4-lane expressway with the addition of a Murphy's Slough Bridge for the existing northbound traffic.)	41- From: Kings County Line To: Elkhorn Avenue	$94,860,000	X	X	X	X	X	X	X	X
Caltrans	FRE111355	10300000431	State 99	In Fresno County, in Fresno, from Central Avenue Overcrossing to 0.4 mile north of North Avenue. Modify interchange, by replacing the overcrossing, contructing two hook on-ramps and four diamond type ramps, and eliminating the existing ramps at Cedar Avenue.	99- From: Cedar/North To: American	$112,300,000		X	X	X	X	X	X	X
Caltrans	FRE111352	20300000752	State 99	American Avenue Interchange (In Fresno County, in and near Fresno, from 0.4 mile south of American Avenue to Central Avenue Overcrossing. Modify Interchange, by replacing the overcrossing constructing a spread diamond configuration for southbound traffic and a partial clover leaf configuration for northbound traffic).	99- From: American Ave To: SR 99	$75,600,000		X	X	X	X	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**	**2027**	**2029**	**2031**	**2032**	**2035**	**2037**	**2046**	**2049**
Clovis, City of	FRE111373	20300000774	Local - Bridge Project	Replace 2 lane bridge with 4 lane bridge. Bridge No. 42C0494, N Leonard Ave over Enterprise Canal, 0.16 MI South of Bullard.	From: N Leonard Ave over Enterprise Canal, 0.16 MI South of Bullard.	$2,053,250	X	X	X	X	X	X	X	X
Clovis, City of	FR170005	20300000920	Local - Minnewawa	3L to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	From: Herndon To: Alluvial Dist: 6	$2,215,377		X	X	X	X	X	X	X

Exempt Project Listing (in $1000s)						
Jurisdiction/Agency	**TIP/RTP ID**	**Facility Name/Route**	**Project Description**	**Project Limits**	**Exmeption Code**	**Estimated Total Cost**
Fresno Council of Governments	FRE001101	N/A	Planning, Programming and Monitoring.	From: NA To: NA Dist: N/A	4.01	$3,811
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	4.01	$5,070
Fresno Area Express (FAX)	FRE021503	N/A	Preventive Maintenance Expense	From: N/A To: N/A Dist: N/A	2.01	$71,688
Fresno Area Express (FAX)	FRE021504	N/A	Contracted Paratransit Service Operations	From: N/A To: N/A Dist: N/A	2.01	$24,888
Fresno Area Express (FAX)	FRE021506	N/A	Capital Lease - Vehicle Tire Lease	From: N/A To: N/A Dist: N/A	2.01	$2,178
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	2.07	$3,691
Fresno County	FRE070201	5	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	1.1	$3,646
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	2.08	$8,769
Fresno County Transportation Authority	FRE111334	American	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	4.09	$60,334
Fresno County Rural Transit Agency	FRE111358	N/A	Annual Operating Budget and Preventive Maintenance	From: N/A To: N/A Dist: N/A	2.01	$32,746
Fresno Area Express (FAX)	FRE111366	N/A	Purchase fixed-route CNG buses to replace end-of-life vehicles or to expand the transit fleet.	From: N/A To: N/A Dist: N/A	2.1	$22,999
Clovis, City of	FRE111372	Owens Mtn Parkway	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	3.02	$6,080
Fresno County	FRE130007	American	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	1.1	$3,308
Fresno Area Express (FAX)	FRE130081	N/A	Project administration for FAX capital program.	From: N/A To: N/A Dist: N/A	4.01	$2,900
Huron, City of	FRE150008	Lassen	Lassen Avenue (SR 269) to UPRR crossing between 9th Street and 10th Street; Construct pedestrian sidewalks	From: 9th Street To: 10th Street Dist: .1	3.02	$601
Fresno County	FRE150019	Manning Ave	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	1.19	$4,609
Mendota, City of	FRE190003	Bass Ave	SR33 RRXG between Bass Ave and SR 180 intersection, 9th St RRXG between Marie St and Naples St, and W. Belmont Ave RRXG between Marie St and SR180/N San Benito Ave; Improve Railroad corridor by installing new concrete panels, median channelizers, and roadway construction	From: Various To: Various Dist: .3	1.01	$832
Reedley, City of	FRE190012	N/A	Purchase 1 CNG Street Sweeper	From: N/A To: N/A Dist: N/A	2.02	$441
Fresno County Rural Transit Agency	FRE190017	N/A	In Selma, CA at 1821 Pacific St; Construct a new state-of-the-art bus maintenance and operations facility for FCRTA on 7.5 acres of raw land.	From: Various To: Various Dist: N/A	2.11	$21,030
Fresno, City of	FRE190018	McKinley	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	3.02	$3,589
Fresno, City of	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	1.1	$2,158
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	2.06	$3,906
Fresno, City of	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	1.1	$5,070
Huron, City of	FRE210009	9th Street	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	1.1	$486
Fresno County	FRE230007	Various	Reconstruct the intersection and improve the horizontal alignment by flattening the curve. Install a right-turn pocket and a left-turn pocket. Widen the shoulders, and improve intersection sight distance. Install a painted median.	From: Auberry Road To: Frazier Road Dist: N/A	1.06	$2,408
Fresno County	FRE230008	Various	Rehabilitate streets throughout unincorporated Calwa: Eugenia and Laurite from Orange to 9th, 9th from Church to Jensen, 10th and 11th from Burns to Jensen, Grove from w/o 9th to Cedar, Kaviland from Barton Square to Cedar, Barton Square, and Pullman from Barton Square to Jensen	From: Orange/ 9th To: Church/Jensen Dist: N/A	1.1	$5,000
Fresno County	FRE230012	Various	Easton within the bounding streets of E Fantz Ave. in the north, W Morton Ave. to the south, S Fig Ave. to the west, and S Lily Ave. to the east. Sidewalk replacement including non-ADA compliant ramps, Curb and gutter replacement, completed as necessary to reestablish the drainage pattern to existing inlets, Road widening to proposed curb and gutters, Drainage work, which will vary from surface flow to underground pipe, and potential construction of a ponding basin, depending on the condition of each flood area and existing facilities, Water valves and sewer manholes adjustment, as necessary.	From: Fig To: Lily Dist: N/A	3.02	$7,256
Fresno County	FRE230014	Various	In the unincorporated community of Caruthers, CA, construct ADA compliant walkways, including sidewalks, curbs and gutters, bike lanes, and curb ramps. The project will also improve drainage to provide for a continuous accessible path of travel, minimize flooding and improve transportation for all users.	From: Various To: Various Dist: N/A	1.1	$11,686
Kingsburg, City of	FRE250002	18th Ave	18th Ave Reconstruction – Earl to Sierra; Reconstruction of pavement and pedestrian facilities	From: Earl Street To: Sierra Street Dist: .2	1.1	$386
Caltrans	FRE250006	Various	Near Kettleman City, from 0.8 mile north of Gale Undercrossing to Tuolumne Avenue Overcrossing. Rehabilitate pavement and drainage systems, construct rumble strips, upgrade guardrail, signs, lighting, and Traffic Management System (TMS) elements.	From: N/A To: N/A Dist: N/A	1.1	$59,143
Fresno County	FRE250008	Various	Install Asphalt Concrete Overlays on Olive from Hayes to Hughes and McKinley from Dower to Marks (excluding city-maintained segments of roads)	From: Hayes To: Hughes Dist: 3.5	1.1	$5,875
Fresno Area Express (FAX)	FRE250009	N/A	FAX CNG Station Improvement: This involves the comprehensive refurbishment of the CNG refueling station to enhance its capacity, efficiency, and reliability.	From: N/A To: N/A Dist: N/A	2.08	$3,200
Fresno Area Express (FAX)	FRE250010	N/A	Implement transit fare subsidy to ensure affordable public transportation, fostering greater accessibility and connectivity.	From: N/A To: N/A Dist: N/A	2.01	$1,500
Clovis Transit	FRE250012	N/A	Operations assistance for bus operation expenses.	From: N/A To: N/A Dist: N/A	2.01	$4,898
Clovis Transit	FRE250013	N/A	Vehicle purchase of eight (8) cutaways to expand the transit fleet. Vehicles will include safety-related equipment and features.(TC)	From: N/A To: N/A Dist: N/A	2.1	$1,866

Exempt Project Listing (in $1000s)						
Jurisdiction/Agency	**TIP/RTP ID**	**Facility Name/Route**	**Project Description**	**Project Limits**	**Exmeption Code**	**Estimated Total Cost**
Fresno Area Express (FAX)	FRE250017	N/A	Purchase of (8) Endera E-450 paratransit cutaway buses for replacement.	From: N/A To: N/A Dist: N/A	2.1	$1,100
Clovis Transit	FRE250018	N/A	Purchase of four (4) Dodge Ram Promaster 159 Low Floor vans with plug door, ramps, two wheelchair positions, wheelchair restraints, lighting, grab rails, and seats with handles.	From: N/A To: N/A Dist: N/A	2.1	$714
Westcare California	FRE250019	N/A	Purchase of two (2) ADA Accessible 7-Passenger Vans	From: N/A To: N/A Dist: N/A	2.1	$191
United Cerebral Palsy of Central California	FRE250020	N/A	Purchase of (1) 2026 Ford or newer E450 7.3-liter Gas Engine Small Bus	From: N/A To: N/A Dist: N/A	2.1	$131
Clovis, City of	FRE270001	Various	Alley 1: 2nd St-3rd St btwn Baron & Cole Aves/ Alley 2:1st St-3rd St btwn Elm & Acacia Aves; Improvements include asphalt, concrete, utility adjustments	From: 1st & 2nd Street To: 3rd Street Dist: .28	1.1	$450
Clovis Transit	FRE270002	N/A	Service Expansion Operating Support – Pursue funding for operating support for new/expanded services.	From: N/A To: N/A Dist: N/A	2.01	$7,347
Clovis Transit	FRE270003	N/A	Clovis Transit will purchase four (4) zero-emission battery electric vehicles in FY 2025-26 to replace vans that have exceeded their useful life and need replacement. All four (4) vehicles will be battery electric Dodge Ram ProMaster low-floor vans, model year 2025.	From: N/A To: N/A Dist: N/A	2.1	$1,364
Fresno, City of	FRE270006	N/A	Purchase of electric street sweeper to replace existing out of commission CNG street sweeper for citywide use.	From: N/A To: N/A Dist: N/A	4.12	$1,063
Kerman, City of	FRE270007	Del Norte Ave	Del Norte Avenue: Kearney Boulevard to Whitesbridge Avenue; Pavement Rehabilitation	From: Kearney Blvd To: Whitesbridge Ave Dist: .50	1.1	$1,226
Fresno County Rural Transit Agency	FRE270008	N/A	FCRTA San Joaquin Mobility Hub	From: N/A To: N/A Dist: N/A	2.05	$1,342
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	1.06	$6,057
Mendota, City of	LSTMP1000	Naples	Pavement reconstruction and rehabilitation from Unida to Naples, including a Class II Bike Lane, new/repaired curb ramps and other minor concrete improvements	From: Unida To: Naples Dist: .52	1.1	$2,356
Orange Cove, City of	LSTMP1001	West Railroad Ave	West Railroad Avenue from Park Blvd to Anchor - resurface. West Railroad Avenue from Anchor to 12th Street - Construct missing half of pavement section along the South side of the street	From: Park Blvd To: Anchor Dist: .12	1.19	$820
Orange Cove, City of	LSTMP1002	West Railroad Ave	Resurface West Railroad Avenue from Hills Valley Road to Center Street	From: Hills Valley Road To: Center Street Dist: N/A	1.1	$1,086
Coalinga, City of	LSTMP1004	N/A	Coalinga: Purchase of Electric Street Sweeper; Reduced Pollutants and Emissions.	From: N/A To: N/A Dist: N/A	2.02	$907
Firebaugh, City of	LSTMP1005	S St	City of Firebaugh: S St; Paving and Pedestrian Improvements	From: 15th Street To: the dead end at the baseball fields Dist: 0.10	1.1	$560
Fowler, City of	LSTMP1006	2nd Street	Construct a Class III Bikeway and fill sidewalk gaps along 2nd Street between Fresno Street to La Crosse Ave.	From: Fresno Street To: La Crosse Ave Dist: 0.34	3.02	$284
Fowler, City of	LSTMP1007	5th	Construct a Class III Bikeway along Merced Street between 5th Street to Adams Ave.	From: 5th Street To: Adams Ave Dist: 0.34	3.02	$74
Fowler, City of	LSTMP1008	Merced	Construct a Class III Bikeway along 4th Street between Merced Street to Adams Ave.	From: Merced Street To: Adams Ave Dist: 0.23	3.02	$48
Fresno County	LSTMP1009	Chestnut	Chestnut Ave and North Avenue Intersection Improvements – Install left turn signals on North Avenue; add left turn lanes on east and west legs of North Avenue; replace ADA curbs ramps on all four corners.	From: Chestnut Ave To: North Avenue Dist: N/A	5.02	$4,291
Fresno County	LSTMP1010	Kings Canyon	Install sidewalks on Kings Canyon Rd from Lind Ave to Clovis Ave and on Clovis Ave from Kings Canyon Rd to railroad tracks, and Class II bikeway on Kings Canyon Rd between DeWitt Ave and Clovis Ave.	From: Lind Avenue and Kings Canyon Rd To: Clovis Ave and railroad tracks Dist: 1.4	3.02	$2,493
Fresno, City of	LSTMP1011	Tulare	Dynamic Downtown Part 2 - Tulare Street (R to H) and Tuolumne Street (Broadway to P); ITS ASCT, TSP, EVP Improvements; Ped-Trax & Smart-Cycle Pilot.	From: R Street and Broadway Street To: H Street and P Street Dist: 1.35	5.07	$4,550
Parlier, City of	LSTMP1012	Newmark Ave	Newmark Ave from South Ave to 1st St: reconstruct asphalt pavement, multi-use trail, curb and gutter, trees, lighting, and pedestrian safety improvements.	From: South Ave To: 1st Street Dist: .39	1.1	$4,541
Sanger, City of	LSTMP1015	7th	7th Street: Academy Avenue to P Street; Pavement Rehabilitation	From: Academy Ave To: P Street Dist: .25	1.1	$632
Sanger, City of	LSTMP1016	Jensen	WB Jensen Avenue: Bethel Avenue to Fowler Switch Canal Bridge; Pavement Rehabilitation	From: Bethel Avenue To: Fowler Switch Canal Bridge Dist: .30	1.1	$655
Fresno, City of	LSTMP1017	N/A	Planning project. The purpose of this project is to restore community connectivity by studying the feasibility and impacts of removing, retrofitting, or mitigating an existing eligible facility; conducting planning activities necessary to design a project to remove, retrofit, or mitigate an existing eligible facility; or conducting construction activities necessary to carry out a project to remove, retrofit, or mitigate an existing eligible facility.	From: Olive Ave To: Belmont Ave Dist: N/A	4.12	$750
Caltrans	LSTMP1019	Hayes	Elimination of hazards at the railroad grade crossing of Hayes Ave and SJVR (Section 130), and installation of warning devices.	From: Hayes Ave To: San Joaquin Valley Railroad Dist: N/A	1.01	$2,500
Sanger, City of	LSTMP1021	Academy	Academy Avenue: 4th Street to California Avenue; Pavement Rehabilitation	From: 4th Street To: California Avenue Dist: 0.75	1.1	$1,362
Mendota, City of	LSTMP1022	Greg Ct	Class II Bike Lane and Street Reconstruction	From: Gregg Ct To: Sorenson Ave Dist: 0.12	3.02	$515
Coalinga, City of	LSTMP1023	Forest	Installation of Class I path, sidewalk, drive approach, and roundabout.	From: Forest St To: Pacific St Dist: 1.33	3.02	$1,350

Exempt Project Listing (in $1000s)						
Jurisdiction/Agency	**TIP/RTP ID**	**Facility Name/Route**	**Project Description**	**Project Limits**	**Exmeption Code**	**Estimated Total Cost**
Fresno Area Express (FAX)	LSTMP1024	N/A	Travel training program to be comprehensive, community-centered initiative designed to empower seniors and individuals with disabilities to navigate the public transit system confidently and independently. The program will consist of three core components: travel training, a travel buddy system, and a feedback/resource group.	From: N/A To: N/A Dist: N/A	2.01	$348
Caltrans	LSTMP1026	Various	In the city of Fresno, at W180/S41 Connector Separation No. 42-0287F. Rehabilitate bridge deck and upgrade guardrails.	From: N/A To: N/A Dist: N/A	1.1	$8,020
Caltrans	LSTMP1027	Various	In the city of Fresno, at 0.1 mile south of Madera County line. Install stormwater treatment Best Management Practices (BMPs) including Gross Solids Removal Devices (GSRDs), rock slope protection, and trash nets, and repair fencing and access road.	From: N/A To: N/A Dist: N/A	1.13	$5,552
Caltrans	LSTMP1028	Various	In and near Kerman, from 0.1 mile north of Route 180 to 0.1 mile south of Fresno County line. Rehabilitate pavement and drainage systems, upgrade guardrails, construct rumble strips, replace signs, upgrade Transportation Management System (TMS) elements, and improve crosswalk visibility.	From: 145 To: 180 Dist: N/A	1.1	$11,759
Caltrans	LSTMP1029	Various	In Fresno County, on Routes 180, 5, 33, 41, 63, 168, 198, 245, and 269 at various locations. ITP funding assurance and Riparian mitigation and monitoring for culvert rehabilitation project EA 1A730.	From: N/A To: N/A Dist: N/A	4.12	$5,707
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	1.19	$4,613
Fresno County	LSTMP284	Alta	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	1.19	$2,399
Fresno County	LSTMP285	Englehart	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	1.19	$1,774
Fresno County	LSTMP412	Manning Ave	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	1.19	$2,638
Fresno County	LSTMP413	Lost Hills	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	1.19	$9,946
Fresno County	LSTMP414	Millerton	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	1.19	$3,103
Fresno County	LSTMP417	Ennis Road	BRIDGE NO. 42C0099, ENNIS RD OVER SAND CREEK, 0.3 MIS GEORGE SMITH RD. Replace two lane bridge with two lane bridge. Toll credits programmed fro PE, ROW & CON.	From: Ennis Road To: Sand Creek Dist: N/A	1.19	$3,817
Fresno County	LSTMP418	Burrough	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	1.19	$6,810
Fresno County	LSTMP419	Englehart	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	1.19	$1,630
Fresno County	LSTMP420	Frankwood	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	1.19	$3,509
Fresno County	LSTMP422	Chateau	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	1.19	$4,824
Fresno County	LSTMP441	Golden State	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	1.19	$2,816
Fresno, City of	LSTMP442	Various	BRIDGE NO. PM00116, Bridge Preventive Maintenance Program (BPMP), various bridges in the City of Fresno. See Caltrans Local Assistance HBP web site for backup list of bridges.	From: Various To: Various Dist: N/A	1.06	$2,134
Fresno County	LSTMP443	North Fork	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	1.19	$9,808
Fresno County	LSTMP444	Manning Ave	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	4.01	$326
Fresno County	LSTMP446	Fowler	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	4.01	$350
Fresno County	LSTMP447	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	4.01	$296
Fresno County	LSTMP448	Leonard	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	4.01	$296

Exempt Project Listing (in $1000s)						
Jurisdiction/Agency	**TIP/RTP ID**	**Facility Name/Route**	**Project Description**	**Project Limits**	**Exmeption Code**	**Estimated Total Cost**
Fresno County	LSTMP449	DeWolf	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	4.01	$2,634
Fresno County	LSTMP450	Adams	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	4.01	$296
Fresno County	LSTMP493	El Dorado	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	1.19	$6,483
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	2.1	$191
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	2.1	$420
Mendota, City of	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	1.1	$1,344
Clovis, City of	LSTMP631	Armstrong	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	5.02	$667
Fresno Area Express (FAX)	LSTMP634	N/A	Southwest Fresno transit service expansion demonstration project on route 38; to include three years of operating support	From: N/A To: N/A Dist: N/A	2.01	$2,673
Firebaugh, City of	LSTMP635	Vki/itye	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	3.02	$516
Fresno County	LSTMP643	Various	Goodfellow Ave from 0.71 E/O Channel Rd to Reed Ave. Shoulder improvements for dust mitigation aiming to reduce PM 2.5 & PM 10; 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	1.04	$3,386
Fresno County	LSTMP644	Mountain View	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	1.04	$3,933
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	2.1	$431
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	2.1	$440
SouthWest Transportation Agency	LSTMP648	N/A	Southwest Transportation Agency; Replace one (1) old gross polluting diesel school bus with one (1) new electric IC Bus Model CE school bus and Navistar Bundle ICE-30 Single CCS1 EV Bus Charger.	From: N/A To: N/A Dist: N/A	2.1	$480
Fresno County	LSTMP651	Various	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	1.19	$2,415
Coalinga, City of	LSTMP654	Phelps	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	3.02	$1,296
Huron, City of	LSTMP719	Lassen	Lassen Avenue at Huron Ave, 9th St, and Railroad Ave; bulbouts and Pedestrian Hybrid Beacons	From: Lassen Ave To: Huron/9th/Railroad Dist: N/A	3.02	$907
Coalinga, City of	LSTMP725	Coalinga	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	3.02	$952
Fresno Area Express (FAX)	LSTMP726	N/A	Southwest Fresno transit service expansion on Route No. 34; 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	2.01	$3,201
Clovis, City of	LSTMP727	Sheperd	Shepherd Ave from Peach Ave to DeWolf Ave; Signal interconnect including installation of fiber optics as well as associated equipment, connecting back to the City's Traffic Operating Center.	From: Peach Ave To: DeWolf Ave Dist: N/A	5.07	$1,615
Sanger, City of	LSTMP729	Bethel	Bethel Ave from Jensen Ave to 480' n/o Florence Ave, and Church Ave from Indianola to Bethel Ave; Bike Lanes Fowler Switch Canal from Jensen Ave to Bethel Ave; Trail	From: Various To: Various Dist: N/A	3.02	$1,215
Selma, City of	LSTMP735	McCall	At the intersection of McCall and Dinuba; Install traffic signal	From: McCall To: Dinuba Dist: N/A	5.02	$947
Fresno, City of	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	5.07	$2,240
Clovis, City of	LSTMP742	Nees	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	5.02	$1,580
Clovis, City of	LSTMP743	DeWolf	DeWolf and Owens Mountain Intersection; Install a roundabout and associated improvements.	From: DeWolf To: Owens Mountain Dist: N/A	5.01	$1,733
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	2.1	$660
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	2.1	$434
SouthWest Transportation Agency	LSTMP759	N/A	Southwest Transportation Agency; Replace one (1) gross polluting diesel school buses with one (1) electric IC Bus Model CE school bus and Navistar Bundle ICE-30 Single CCS1 EV Bus charger.	From: N/A To: N/A Dist: N/A	2.1	$510
Fresno County	LSTMP760	Mt. Whitney	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	1.1	$6,954
Fresno County Rural Transit Agency	LSTMP765	N/A	Purchase two (2) 2024 or Newer Ford Transit 350 Electric ADA Paratransit Vans, 34" x 54" Braun wheelchair lift located in the side rear of the unit.	From: N/A To: N/A Dist: N/A	2.1	$270
Fresno County	LSTMP766	Various	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	1.02	$2,543
Fresno, City of	LSTMP773	Van Ness	Interconnect the traffic signal at the Van Ness Blvd/Shields Avenue intersection with preemption, Install a queue cutter for WB traffic, Install Std 8's in both off-quadrants, detectable warning, reconstruct medians	From: Van Ness To: Shields Dist: N/A	1.08	$4,000

Exempt Project Listing (in $1000s)						
Jurisdiction/Agency	**TIP/RTP ID**	**Facility Name/Route**	**Project Description**	**Project Limits**	**Exmeption Code**	**Estimated Total Cost**
Coalinga, City of	LSTMP775	Polk	East Polk St. between W. Glenn Ave. to Hayes St., East Polk St. between Hayes St. and Alicia Lane, and Pleasant St. between Warthan and Thompson Streets, and to Willow Springs Ave; sidewalks, drive approaches, curb ramps, crosswalks, half-mile Class 1 multi-use trail,and a half-mile Class III bikeway.	From: Glenn / Warthan To: Alicia / Willow Springs Dist: N/A	3.02	$1,743
Fresno County	LSTMP776	Millerton	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	1.19	$2,508
Fresno County	LSTMP779	Auberry	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	1.19	$2,778
Fresno County	LSTMP780	Millerton	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	1.02	$3,447
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	2.02	$2,026
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	2.08	$9,959
Fresno Area Express (FAX)	LSTMP792	N/A	Repair bus parking lot at FAX main facility; 2223 “G” Street	From: N/A To: N/A Dist: N/A	2.08	$550
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	2.05	$1,981
Clovis, City of	LSTMP797	Shaw	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	5.07	$602
Clovis, City of	LSTMP798	Herndon	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	5.07	$589
Fresno, City of	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	3.02	$5,555
Fresno County	LSTMP800	American	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	1.04	$3,078
Huron, City of	LSTMP801	9th	9th Street Paving - Giffen to approximately 280 feet west of Siskiyou. (Toll Credits PE/CON)	From: Giffen To: Siskiyou Dist: 0.454	1.1	$1,096
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	2.01	$6,631
Fresno, City of	LSTMP803	Palm	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	5.07	$2,170
Fresno County	LSTMP804	Adams	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	1.04	$6,296
Sanger, City of	LSTMP805	Jensen	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	5.02	$583
Reedley, City of	LSTMP810	Dinuba	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	1.1	$3,653
Fresno, City of	LSTMP819	1st	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	1.1	$5,347
Firebaugh, City of	LSTMP821	12th	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	1.1	$1,141
Fresno, City of	LSTMP823	Cedar	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	1.1	$2,240
Fresno, City of	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	1.1	$3,040
Reedley, City of	LSTMP826	Frankwood	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	1.1	$1,217
Selma, City of	LSTMP827	Dinbua	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	1.1	$886
Selma, City of	LSTMP828	Dinuba	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	1.1	$858
Fresno, City of	LSTMP829	Chestnut Ave	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	3.02	$3,405
Kerman, City of	LSTMP830	California Ave	California Ave from 9th St to Approximately 280’ to the East; sidewalk gap closure and pedestrian safety improvements	From: 9th St To: Vineland Ave Dist: 0.2	3.02	$249
Huron, City of	LSTMP831	Tornado To	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	1.1	$160
Kingsburg, City of	LSTMP835	Various	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	1.1	$285
Kingsburg, City of	LSTMP836	Various	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	1.1	$347

Exempt Project Listing (in $1000s)						
Jurisdiction/Agency	**TIP/RTP ID**	**Facility Name/Route**	**Project Description**	**Project Limits**	**Exmeption Code**	**Estimated Total Cost**
Reedley, City of	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	3.02	$220
Reedley, City of	LSTMP838	Dinuba	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	3.02	$515
Selma, City of	LSTMP840	Mill St	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	4.12	$505
Selma, City of	LSTMP841	Merced Ave	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	1.1	$580
Parlier, City of	LSTMP842	Parlier	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	5.01	$1,600
Orange Cove, City of	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	1.1	$287
Caltrans	LSTMP845	Various	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	1.1	$19,065
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	2.08	$13,413
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	2.04	$650
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	2.03	$692
Fresno County	LSTMP851	Millerton	At the intersection of Millerton Road and Marina Drive; Install roundabout and other related intersection improvements.	From: Millerton Rd To: Marina Dr Dist: N/A	5.02	$3,660
Fresno County	LSTMP864	Orange	Calwa Sidewalk Project-Pedestrian Improvements throughout the community of Calwa. Building and repairing sidewalks allowing students to travel between school and home.Various locations between locations in Calwa from Orange/9th to Church/Jensen	From: Orange/9th To: Church/Jensen Dist: N/A	3.02	$3,429
Fresno County	LSTMP865	Various	Constructing new sidewalks,and filling gaps on Scaggs, Daniels, Juanche, Tuft, School, McKamey, Randolph, Anthony, Williams Avenues. Building and repairing the sidewalks to allow students to safety to travel between school and home.	From: Scaggs To: Williams Ave Dist: N/A	3.02	$6,582
Huron, City of	LSTMP875	Palmer	Construct 7,880 feet of sidewalk, curb, and gutter; spot repair 12 sections of tree-damaged sidewalk.	From: palmer ave To: tornado ave Dist: N/A	3.02	$1,741
Fresno Area Express (FAX)	LSTMP882	N/A	Purchase 8 Paratransit Cutaway buses and the related equipment.	From: N/A To: N/A Dist: N/A	2.1	$2,082
United Cerebral Palsy of Central California	LSTMP883	N/A	Small Bus 5AM and 4W/C or 4AM and 5W/C, and Samsara Al GPS forward/rear cameras annual cost	From: N/A To: N/A Dist: N/A	2.1	$394
Fresno County Rural Transit Agency	LSTMP884	N/A	Purchase of four (4) 2024 or newer E-Transit 350 Vehicles.	From: N/A To: N/A Dist: N/A	2.1	$432
Fresno County Rural Transit Agency	LSTMP885	N/A	Rural Transit Dial-a-Ride service operating expenses.	From: N/A To: N/A Dist: N/A	2.01	$249
Fresno Area Express (FAX)	LSTMP886	N/A	Purchase of one (1) design-to-build, model year 2024 or 2025 FAX Xcelsior CHARGE FC Model XHE40, 734 kWh, Electric Drive Motor, No transmission direct drive Hydrogen Fuel Cell Electric Bus	From: N/A To: N/A Dist: N/A	2.01	$1,442
Sanger, City of	LSTMP887	Various	Bike Lane Improvements at Various Locations: Academy Avenue from California Ave to 850 South of North Ave, Jensen Ave from Indianola Avenue to Academy Avenue; and Greenwood Avenue from California Avenue to North Avenue.	From: Various To: Various Dist: 5.75	3.02	$209
Coalinga, City of	LSTMP888	Coalinga	Coalinga: Elm-7th to Cambridge, Cambridge-Falcon Way to Elm, Forest/Polk St intersection; LED streetlight/traffic signal/pedestrian signal upgrades.	From: Various To: Various Dist: N/A	1.07	$691
Kingsburg, City of	LSTMP889	Various	Various locations; Installation Rectangular Rapid Flashing Beacons (RRFB). Intersections of 10th and Union, 18th and Kern, and Rafer Johnson and Sierra.	From: Various To: Various Dist: N/A	3.02	$182
Fresno, City of	LSTMP890	Various	TranSync synchronization of Kings Canyon, Chestnut, Shaw, Willow, Palm, Fresno, Shields, West, Bullard, Ashlan, Nees, First, McKinley, Tulare corridors.	From: Various To: Various Dist: N/A	5.07	$1,000
Fresno County	LSTMP891	Central	Central Ave and Chestnut Ave Intersection Improvements - Install left-turn signals in all four directions; add right turn lanes on the west, south and east legs of the intersection; replace ADA curbs ramps and curb & gutter.	From: Central Ave To: Chestnut Ave Dist: N/A	5.02	$1,303
Selma, City of	LSTMP892	Rose	Rose and Mitchell Avenues: Bike Improvements at various locations.	From: Various To: Various Dist: N/A	3.02	$45
Kingsburg, City of	LSTMP893	Draper St	Kingsburg Train Depot; Install four level-2 EV charging stations.	From: Draper St To: California St Dist: N/A	4.12	$330
Sanger, City of	LSTMP894	Greenwood	Greenwood and Jensen Avenue; Traffic Signal Modification and Pavement Rehabilitation	From: Greenwood To: Jenson Dist: N/A	1.1	$1,290
Sanger, City of	LSTMP895	Bethel Ave	Bethel Avenue: Annadale Avenue to North Avenue; Pavement Rehabilitation	From: Annadale Avenue To: North Avenue Dist: N/A	1.1	$1,253
Sanger, City of	LSTMP896	Central	Central Avenue: Academy Avenue to Newmark Avenue; Pavement Rehabilitation	From: Acadamy Avenue To: Newmark Avenue Dist: N/A	1.1	$2,348
Clovis, City of	LSTMP897	Ashlan Avenue	Ashlan Avenue: Winery Avenue to Peach Avenue; road reconstruction including grinding, paving,concrete, installing traffic devices; and restriping.	From: Winery To: Peach Dist: N/A	1.1	$1,940
Mendota, City of	LSTMP900	Divisadero	Reconstruct Divisadero Street from Lolita to Inez including upgrades to curb ramps and approaches.	From: Lolita To: Inez Dist: .33	1.1	$1,475
Fresno, City of	LSTMP902	Shaw	Shaw: West to the east side of the Fruit intersection: grind, overlay, curb ramps, signage, striping and vehicle loop replacement	From: West Avenue To: Fruit Avenue Dist: .50	1.1	$2,013

Exempt Project Listing (in $1000s)						
Jurisdiction/Agency	**TIP/RTP ID**	**Facility Name/Route**	**Project Description**	**Project Limits**	**Exmeption Code**	**Estimated Total Cost**
Fresno, City of	LSTMP903	Sante Fe	Figarden: Santa Fe – Gates: grind, overlay, reconstruct, Class IV bicycle lanes, curb ramps, striping, high visibility crosswalks, and video detection at Gates	From: Santa Fe To: gates Avenue Dist: .65	1.1	$3,243
Fresno, City of	LSTMP904	Cedar	Cedar: Nees - Shepherd: grind & overlay, buffered bicycle lanes, curb ramps, striping, high visibility crosswalks, and video detection at Shepherd	From: Teague Avenue To: Shepherd Avenue Dist: .51	1.1	$2,480
Kerman, City of	LSTMP905	Kearney Boulevard	Kearney Boulevard: 16th Street to Goldenrod Avenue; Pavement Rehabilitation	From: 16th Street To: Goldenrod Avenue Dist: .27	1.1	$504
Kerman, City of	LSTMP906	Goldenrod Avenue	Goldenrod Avenue: Stanislaus Avenue to Kearney Boulevard; Pavement Rehabilitation	From: Stanislaus Avenue To: Kearney Avenue Dist: .26	1.1	$695
Kerman, City of	LSTMP907	Siskiyou Avenue	Siskiyou Avenue: Kearney Boulevard to California Avenue; Pavement Rehabilitation	From: Kearney Boulevard To: California Avenue Dist: .36	1.1	$912
Fowler, City of	LSTMP909	South Avenue	South Avenue: Sanford to Fowler Ave., approximately 0.25 miles; rehabilitation and widening of existing pavement, new bike lanes, pedestrian facilities, and drive approaches.	From: Stanford Ave To: Fowler AVe Dist: .25	1.1	$1,248
Coalinga, City of	LSTMP910	Coalinga	Coalinga: California St. from W Washington to Cambridge; reconstruct roadway/crosswalks/ADA ramps. Baker St. from California to Sunset; reconstruct roadway.	From: California Street To: Sunset Avenue Dist: .60	1.1	$1,222
Firebaugh, City of	LSTMP911	Clyde Fannon	Clyde Fannon Drive: Hwy 33 to 440 LF North of Diaz Street; Rehabilitation	From: Hwy 33 To: 440 LF North Diaz Street Dist: .83	1.1	$1,202
Parlier, City of	LSTMP912	Zediker	Zediker Ave from South Ave to Fresno St: chip seal, sidewalk, curb and gutter, striping, lighting and street trees for shade.	From: South Ave To: Fresno Street Dist: N/A	1.1	$1,025
Reedley, City of	LSTMP913	Parlier Ave	Parlier Ave from Reed Ave to Frankwood Ave; AC rehabilitation, curb ramps, driveways, sidewalks, curb, gutter, pavement delineation	From: Reed Avenue To: Buttonwillow Avenue Dist: .2	1.1	$1,402
Sanger, City of	LSTMP914	Various	Residential Alleys: Paving Improvements at Various Locations	From: West Ave To: L Street Dist: .75	1.1	$1,250
Fresno Area Express (FAX)	LSTMP915	N/A	Purchase of four (4) FAX Hydrogen Fuel Cell Electric Buses.	From: N/A To: N/A Dist: N/A	2.1	$5,768
Huron, City of	LSTMP918	Various	Alley Paving at various locations; between 12th and 11th street, From M to N street, and between 11th and 10th Street, From L to M street, M to N, and N to O street	From: L St To: O St Dist: .31	1.1	$693
Fresno County	LSTMP922	41	Construct up to 6-foot-wide paved shoulders on both sides of South Fowler Ave from approximately 500 feet north of Davis Ave to 200 feet north of Riverdale Ave. Widen the existing culvert crossing at Liberty Ditch, pipe a section of Liberty Ditch along the east side of South Fowler Ave, and relocate the existing canal headwalls, as necessary. Improve the existing barrier or widen the bridge crossing at Murphy Slough approximately 300 feet north of Riverdale Ave. Add traffic striping, signage, as necessary. Construct shoulder backing, side ditch on both sides of the South Fowler Ave, and any other appurtenant work throughout the entire project limits.	From: Elkhorn Ave To: Harlan Ave Dist: 3.02	1.04	$3,878
San Joaquin, City of	LSTMP923	Sutter	City of San Joaquin: Railroad Ave; Pine St to Sutter Ave; Paving	From: Pine St To: Sutter Ave Dist: .34	1.1	$953
Fresno, City of	LSTMP925	Kings Canyon	ITS Kings Canyon Corridor Adaptive TS Synchronization and Pedestrian Improvements; Chestnut to Clovis; Install ASCT, APS, Ramps & Countdown Displays.	From: Chestnut Ave To: Clovis Ave Dist: 2	5.07	$4,750
Clovis, City of	LSTMP926	Clovis Avenue	Clovis Avenue between Barstow and Gettysburg; Install adaptive modules and related signal improvements.	From: Barstow Ave To: Gettysburg Ave Dist: 1	5.07	$556
Kingsburg, City of	LSTMP927	18th Street	Gilroy Ave / Mariposa Ave / 18th Ave Roundabout; Construct a 5-leg single-lane roundabout.	From: 18th Street To: Mariposa Dist: N/A	1.07	$1,750
Fresno County Rural Transit Agency	LSTMP929	N/A	FCRTA purchase of five (5) electric 2024 or 2025 Ford Transit 350 Electric ADA Paratransit Vans, 34" x 54" Braun wheelchair lift located in the side rear of the unit.	From: N/A To: N/A Dist: N/A	2.1	$675
Coalinga, City of	LSTMP930	Various	Coalinga: Warthan Creek adjacent to East Polk Street and Segment Trail 3N; 1.3 miles multi-use, safety enhancements, amenities, solar lights, sidewalks, & safety bollards	From: E. Polk Street To: Cambridge Ave Dist: 1.3	3.02	$1,169
Fresno, City of	LSTMP931	Tulare	Tulare: Cedar to Chestnut; ADA curb ramps, road diet, buffered Class II bike lanes, high visibility crosswalks.	From: Cedar Avenue To: Chestnut Avenue Dist: 1	3.02	$2,042
San Joaquin, City of	LSTMP932	Various	City of San Joaquin: 5th St, Main St, Idaho Ave, Oregon Ave, Manning Ave, Colorado Ave, Pedestrian Facilities	From: Various To: Various Dist: 1.156	3.02	$1,732
Clovis, City of	LSTMP933	Gettysburg Avenue	Gettysburg Avenue and Leonard Avenue: DeWolf to Leonard; install sidewalk and class II bicycle facilities.	From: Dewolf To: Leonard Dist: N/A	3.02	$722
Reedley, City of	LSTMP934	Dinuba Ave	Dinuba Ave near Zumwalt Ave and along the canal at sports park; construct class 1 multi-use trail, sidewalk, curb, gutter, ADA curb ramps, crosswalks, and traffic signage	From: Zumwalt Ave To: Dinuba Ave Dist: .53	3.02	$1,285
Firebaugh, City of	LSTMP935	M Street	City of Firebaugh : M St, 10th St, 13th St, Pedestrian Facilities	From: 10th Street To: 15th Street Dist: N/A	3.02	$1,219
Clovis, City of	LSTMP936	Pollasky	Dry Creek Canal-Connecting Cottonwood Park & Dry Creek Business Park, Earthwork, grading, compaction, new concrete walk, a prefabricated bridge; signage, landscaping& irrigation	From: Cottonwood Park To: Pollasky Ave Dist: .2	3.02	$420

Exempt Project Listing (in $1000s)						
Jurisdiction/Agency	**TIP/RTP ID**	**Facility Name/Route**	**Project Description**	**Project Limits**	**Exmeption Code**	**Estimated Total Cost**
Fresno, City of	LSTMP937	MLK	Church: MLK to Elm, 2LU to 3LU, pavement, buffered Class IV bike lanes, curb ramp replacements, sidewalks, curb and gutter	From: MLK Blvd To: Elm Ave Dist: .5	1.04	$2,497
Selma, City of	LSTMP938	Thompson Avenue	Thompson Avenue: Whitson Street to Front Street; Sidewalk Gap Closure	From: Whitson Avenue To: Front Street Dist: .1	3.02	$170
Fresno County	LSTMP940	41	Reconstruct South Fowler Ave from approximately 500 feet north of Davis Ave to the County Line limit (Kings River Bridge), skipping the roadways across the Grant Canal Bridge. From 500 feet north of Davis Ave to E. Riverdale Ave includes the reconstruction of the road, which will include construction of 2-foot-wide paved shoulders. Realign a portion of South Fowler Ave from approximately 400 feet north of Davis Ave to approximately 2,000 feet south of Davis Ave to the west to be closer to the existing section line. Grind and overlay the pavement at the crossings of Liberty Ditch Bridge and Murphy Slough Bridge. Install storm drain inlets, culvert pipes, and other appurtenant work for proper road drainage. Add traffic striping, signage, as necessary. Construct shoulder backing and side ditch on both sides of the South Fowler Ave throughout the entire project limits.	From: Elkhorn Ave To: County Line (Kings River) Dist: 4.20	1.1	$6,627
Fresno County	LSTMP941	Fowler Ave	Resurface East Elkhorn Ave between South Fowler Ave and SR 43; construct 4‑foot paved shoulders with backing and roadside ditches throughout the corridor; reconstruct approximately 900 feet of East Elkhorn Ave west of South Fowler Ave to provide two 12‑foot travel lanes and 8‑foot shoulders with drainage improvements; install a storm drain inlet and pipe at the East Elkhorn/South Fowler intersection; add traffic striping/signage.	From: Fowler Ave To: SR 43 Dist: 3	1.1	$3,883
United Cerebral Palsy of Central California	LSTMP942	N/A	Purchase of Large Paratransit Bus 16 AP; 2 WC, fuel type: Gas	From: N/A To: N/A Dist: N/A	3.01	$146
Fresno Area Express (FAX)	LSTMP943	N/A	Wheelchair Securement Upgrade project is aimed at enhancing the accessibility and safety of our bus fleet, by replacing the state-of-the-art Quantum securement system.	From: N/A To: N/A Dist: N/A	2.05	$275
Fresno County Rural Transit Agency	LSTMP956	N/A	FCRTA purchase of eight (8) electric vans and eight (8) charging stations	From: N/A To: N/A Dist: N/A	2.02	$1,110
Huron, City of	LSTMP957	N/A	Purchase of four all electric vehicles for Huron Police Department	From: N/A To: N/A Dist: N/A	2.02	$426
Parlier, City of	LSTMP958	Parlier Ave	in the City of Parlier: from Parlier Avenue to Whitner Avenue construct a Rails to Trails Class I multi-use trail.	From: Parlier Avenue To: Whitner Avenue Dist: .63	3.02	$2,787
Sanger, City of	LSTMP959	5th st	Elimination of hazards at the railroad grade crossing of Road 5th Steet and SJVR RR (Section 130), installation of warning devices.	From: 5th st To: SJVR RR Dist: N/A	1.01	$3,000
Sanger, City of	LSTMP960	7th Street	Elimination of hazards at the railroad grade crossing of Road 7th Street and SJVR RR (Section 130), installation of warning devices.	From: 7th Street To: SJVR RR Dist: N/A	1.01	$3,000
Selma, City of	LSTMP962	Orange	Pedestrian safety improvements; intersection of Orange Ave and Rose Ave: construct high-visibility crosswalk with curb extensions and reconstruct curb ramps and sidewalk. (TC)	From: Rose Ave To: Mill St Dist: N/A	3.02	$1,309
Huron, City of	LSTMP963	Various	Constuction of sidewalk, concrete drive approaches, curb and gutter, raised crosswalks, rapid flashing beacons, and miscellaneous pavement markings, striping, and signage. (TC: PE/CON)	From: Various To: Various Dist: N/A	3.02	$1,159
Fresno, City of	LSTMP965	Dakota	New traffic signals with video detection, pedestrian scramble, bike boxes, and safe routes to school enhancements at the intersections of Dakota Ave and Channing Way, West & Garland, and West & Princeton.(TC:PE)	From: Dakota Ave To: Channing Way Dist: N/A	3.02	$4,864
Fowler, City of	LSTMP966	Sunnyside	This project implements a road diet with Class II bike lanes on South Ave, landscaping improvements and pedestrian upgrades. Includes PS&E funding.	From: Sunnyside To: Stanford Dist: .25	3.02	$852
Fowler, City of	LSTMP978	7th Street	7th Street: Merced Street to the Peach Street approximately 0.44 miles; rehabilitation of existing pavement and upgrade existing pedestrian and bicycle facilities.	From: Merced St To: Peach St Dist: 0.44	1.1	$1,663
Fresno, City of	LSTMP979	College	Shaw: College to SR41 grind, overlay, curb ramps, signage, striping, streetlights and vehicle loop replacement in both directions Glenn to SR-41, westbound only Glenn to College	From: Glenn To: SR-41 Dist: 0.63	1.1	$2,800
Fresno, City of	LSTMP980	Tulare	Tulare: Chestnut to Peach; grind & overlay; road diet, streetlights, curb ramps, high visibility crosswalks, Class II buffered bike lanes, and striping.	From: Chestnut Avenue To: Peach Avenue Dist: 1.0	1.1	$4,461
Fresno, City of	LSTMP981	Willow	Willow - Barstow and Sierra Avenues: grinding, overlay, striping and streetlights	From: Barstow To: Sierra Dist: 1.02	1.1	$1,997
Huron, City of	LSTMP983	Tornado	Tornado Ave: Granada St to Lassen Ave; Full-depth reconstruction, drainage improvements, concrete valley gutter, alley approach, AC dike, signage	From: Granada Street To: Lassen Ave Dist: .18	1.1	$661
Kerman, City of	LSTMP984	Vineland	Vineland Avenue: 650' North of Kearney Boulevard to 670' South of Whitesbridge Avenue; Pavement Rehabilitation	From: Kearney Boulevard To: Whitesbridge Avenue Dist: .25	1.1	$736
Huron, City of	LSTMP985	Various	Alley paving between 5th and 6th Street, from M to O Street.	From: M Street To: O Street Dist: .16	1.1	$751
Kingsburg, City of	LSTMP987	Sierra	Alleys between 18th Ave /19th Ave and 19th Ave /20th Ave from Sierra St to Mariposa St; Construct Pavement	From: Sierra Street To: Mariposa Street Dist: .37	1.1	$812
Mendota, City of	LSTMP988	Divisadero	Pave alleys 5K, 6K, 7K, 5J, 7J, 6I, 7I, 6L with HMA, concrete ribbon gutters and alley approaches.	From: Divisadero Street To: 9th Street Dist: .65	1.02	$1,478
Orange Cove, City of	LSTMP989	4th	Installing new curb, gutter and sidewalk, ADA ramps and Alley Approaches where missing.	From: 4th Street To: 5th Street Dist: .04	3.02	$271
Orange Cove, City of	LSTMP991	Hills Valley Rd	Installing new curb, gutter and sidewalk, ADA ramps and Alley Approaches where missing.	From: Hills Valley To: Sixth Street Dist: .15	3.02	$375
Reedley, City of	LSTMP992	Various	City of Reedley: Various alleys between Manning, Pecan, Parlier, Haney, Northeast, Sunset, Dinuba, Hope and Riverview; Paving dirt alleys.	From: Manning Avenue To: Riverview Avenue Dist: .78	1.1	$1,438
San Joaquin, City of	LSTMP993	Sutter Ave	City of San Joaquin: Sutter Avenue Railroad St to Manning Ave; Pedestrian Improvements	From: Railroad street To: Manning Avenue Dist: .60	3.02	$1,421

Exempt Project Listing (in $1000s)						
Jurisdiction/Agency	**TIP/RTP ID**	**Facility Name/Route**	**Project Description**	**Project Limits**	**Exmeption Code**	**Estimated Total Cost**
San Joaquin, City of	LSTMP994	California Ave	California Ave and 9th St: Intersection; Pedestrian Improvements	From: California Avenue To: 9th Street Dist: .02	3.02	$424
Selma, City of	LSTMP995	Rose Avenue	Alley: Between Young Street and Highway 99 from Rose Avenue to 4th Street; permanent alley paving	From: Rose Avenue To: 4th Street Dist: .59	1.1	$857
Selma, City of	LSTMP996	McCall Ave	Alleys: within the Wright Street, Chestnut Street, McCall Avenue, and Merced Street boundary; permanent alley paving	From: McCall Aveune To: Merced Street Dist: .49	1.1	$791
Kingsburg, City of	LSTMP997	Sierra	Sierra Street Reconstruction between Rafer Johnson Drive and Bethel Avenue; reconstruct pavement and pedestrian facilities.	From: Bethel Ave To: Rafer Johnson Drive Dist: N/A	1.1	$1,700
Kingsburg, City of	LSTMP998	18th Avenue	18th Avenue Reconstruction between Stroud Avenue and Kamm Avenue; reconstruct pavement and pedestrian facilities.	From: Stroud Ave To: Kamm Ave Dist: N/A	1.1	$1,679
Mendota, City of	LSTMP999	Naples Ave	Reconstruct Naples from 5th Street to 8th Street with upgrades to curb ramps, and storm drain system.	From: 5th Street To: 8th Street Dist: .28	1.1	$2,058

APPENDIX C

CONFORMITY ANALYSIS DOCUMENTATION

Option 1 Conformity Analysis Results – Adopted by Fresno COG

2026 RTP Conformity Analysis Results Summary -- Fresno
(Option 1 2015 Ozone)

Standard	Analysis Year	Emissions Total		DID YOU PASS?	
		ROG (tons/day)	NOx (tons/day)	ROG	NOx
2008 Ozone and Option 1 2015 Ozone	2026 Budget	4.4	8.4		
	2027	4.2	6.5	YES	YES
	2029 Budget	3.9	7.8		
	2029	3.8	5.9	YES	YES
	2031 Budget	3.6	7.6		
	2031	3.5	5.6	YES	YES
	2037	2.9	5.0	YES	YES
	2046	2.4	5.1	YES	YES
	2049	2.3	5.2	YES	YES

Standard	Analysis Year	Emissions Total		DID YOU PASS?	
		PM-10 (tons/day)	NOx (tons/day)	PM-10	NOx
PM-10	2020 Budget	7.0	25.4		
	2027	5.9	6.8	YES	YES
	2020 Budget	7.0	25.4		
	2037	6.0	5.3	YES	YES
	2020 Budget	7.0	25.4		
	2046	5.7	5.3	YES	YES
	2020 Budget	7.0	25.4		
	2049	5.9	5.4	YES	YES

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		
	2027	0.3	6.9	YES	YES
	2020 Budget	0.9	25.3		
	2037	0.3	5.3	YES	YES
	2020 Budget	0.9	25.3		
	2046	0.4	5.4	YES	YES
	2020 Budget	0.9	25.3		
	2049	0.4	5.5	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
2027	0.757	6.847	4.121		0.596		0.382		**5.856**	**6.847**
2037	0.780	5.257	4.193		0.596		0.467		**6.037**	**5.257**
2046	0.816	5.306	4.187		0.596		0.128		**5.727**	**5.306**
2049	0.827	5.428	4.167		0.596		0.284		**5.875**	**5.428**

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		
	2027	0.3	6.9	YES	YES
	2023 Budget	0.8	15.1		
	2037	0.3	5.3	YES	YES
	2023 Budget	0.8	15.1		
	2046	0.4	5.4	YES	YES
	2023 Budget	0.8	15.1		
	2049	0.4	5.5	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	2024 Budget	0.8	15.0		
	2027	0.3	7.2	YES	YES
	2024 Budget	0.8	15.0		
	2037	0.3	5.5	YES	YES
	2024 Budget	0.8	15.0		
	2046	0.4	5.6	YES	YES
	2024 Budget	0.8	15.0		
	2049	0.4	5.7	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		
	2027	0.3	6.9	YES	YES
	2022 Budget	0.9	21.2		
	2037	0.3	5.3	YES	YES
	2022 Budget	0.9	21.2		
	2046	0.4	5.4	YES	YES
	2022 Budget	0.9	21.2		
	2049	0.4	5.5	YES	YES

EMFAC2021 Emissions (tons/day)

FRESNO

Pollutant	Source	Description	2027	2029	2031	2037	2046	2049
Ozone 2008 standard and Option 1 - 2015 standard *(2026 Updates to MVEBs for the 75 ppb Ozone SIP)*	EMFAC 2021 (Summer Run)	ROG Total Exhaust (All Vehicles Total)	4.14	3.76	3.43	2.85	2.32	2.23
		Conformity Total	4.20	3.80	3.50	2.90	2.40	2.30
Ozone 2008 standard and Option 1 - 2015 standard *(2026 Updates to MVEBs for the 75 ppb Ozone SIP)*	EMFAC 2021 (Summer Run)	NOx Total Exhaust (All Vehicles Total)	6.45	5.90	5.51	4.98	5.04	5.16
		Conformity Total	6.50	5.90	5.60	5.00	5.10	5.20
PM-10 (2007 Maintenance SIP)	EMFAC 2021 (Annual Run)	PM-10 Total (All Vehicles Total) * includes tire & brake wear	0.76			0.78	0.82	0.83
		Conformity Total	0.76			0.78	0.82	0.83
PM-10 (2007 Maintenance SIP)	EMFAC 2021 (Annual Run)	NOx Total Exhaust (All Vehicles Total)	6.85			5.26	5.31	5.43
		Conformity Total	6.85			5.26	5.31	5.43
PM2.5 24-Hour 1997 standards (2018 PM2.5 SIP)	EMFAC 2021 (Annual Run)	PM2.5 Total Exhaust (All Vehicles Total) * includes tire & brake wear	0.30			0.29	0.30	0.31
		Conformity Total	0.30			0.30	0.40	0.40
PM2.5 24-Hour 1997 standards (2018 PM2.5 SIP)	EMFAC 2021 (Annual Run)	NOx Total Exhaust (All Vehicles Total)	6.85			5.26	5.31	5.43
		Conformity Total	6.90			5.30	5.40	5.50
PM2.5 Annual 1997 standards (2018 PM2.5 SIP)	EMFAC 2021 (Annual Run)	PM2.5 Total Exhaust (All Vehicles Total) * includes tire & brake wear	0.30			0.29	0.30	0.31
		Conformity Total	0.30			0.30	0.40	0.40
PM2.5 Annual 1997 standards (2018 PM2.5 SIP)	EMFAC 2021 (Annual Run)	NOx Total Exhaust (All Vehicles Total)	6.85			5.26	5.31	5.43
		Conformity Total	6.90			5.30	5.40	5.50
PM2.5 24-hour 2006 standard (2018 PM2.5 SIP)	EMFAC 2021 (Winter Run)	PM2.5 Total Exhaust (All Vehicles Total) * includes tire & brake wear	0.30			0.29	0.30	0.31
		Conformity Total	0.30			0.30	0.40	0.40
PM2.5 24-hour 2006 standard (2018 PM2.5 SIP)	EMFAC 2021 (Winter Run)	NOx Total Exhaust (All Vehicles Total)	7.18			5.49	5.53	5.65
		Conformity Total	7.20			5.50	5.60	5.70
PM2.5 Annual 2012 standards (2018 PM2.5 SIP)	EMFAC 2021 (Annual Run)	PM2.5 Total Exhaust (All Vehicles Total) * includes tire & brake wear	0.30			0.29	0.30	0.31
		Conformity Total	0.30			0.30	0.40	0.40
PM2.5 Annual 2012 standards (2018 PM2.5 SIP)	EMFAC 2021 (Annual Run)	NOx Total Exhaust (All Vehicles Total)	6.85			5.26	5.31	5.43
		Conformity Total	6.90			5.30	5.40	5.50

Road Construction Dust

FRESNO

Description	2027		2037		2046		2049	
	Year	Lane Miles	Year	Lane Miles	Year	Lane Miles	Year	Lane Miles
Baseline	2005	6380	2027	6943	2037	7256	2046	7333
Horizon	2027	6943	2037	7256	2046	7333	2049	7390
Difference	22	562	10	313	9	77	3	57
Lane Miles per Year		26		31		9		19
Acres Disturbed		99		121		33		74
Acre-Months		1784		2184		597		1328
Emissions (tons/year)		196.287		240.276		65.638		146.074
Annual Average Day Emissions (tons)		0.538		0.658		0.180		0.400
District Rule 8021 Control Rates		0.290		0.290		0.290		0.290
Total Emissions (tons per day)		**0.382**		**0.467**		**0.128**		**0.284**

Paved Road Dust Emissions (tons/day)

FRESNO 2027

			VMT Daily	VMT (million/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)	District Rule 8061/ISR Control Rates	Control-Adjusted Emissions
Enter Freeway VMT ==>		Freeway	10,230,814	3,734	285.331	277.502	0.760	0.075	0.703
Enter Arterial VMT ==>		Arterial	9,989,972	3,646	463.625	450.905	1.235	0.282	0.887
Enter Collector VMT ==>		Collector	2,188,478	799	101.565	98.779	0.271	0.407	0.160
		Urban	879,324	321	305.729	297.341	0.815	0.324	0.551
Enter Total of Urban and Rural		Rural	498,927	182	750.390	729.801	1.999	0.090	1.820
Local VMT Here =>	1,378,251								
		Totals	23,787,516	8,682	1906.641	1854.327	5.080		4.121

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	10,375,958	3,787	289.379	281.439	0.771	0.075	0.713
Enter Arterial VMT ==>		Arterial	10,136,801	3,700	470.440	457.532	1.254	0.282	0.900
Enter Collector VMT ==>		Collector	2,200,730	803	102.134	99.332	0.272	0.407	0.161
		Urban	897,200	327	311.944	303.385	0.831	0.324	0.562
Enter Total of Urban and Rural		Rural	509,070	186	765.645	744.637	2.040	0.090	1.856
Local VMT Here =>	1,406,269								
		Totals	24,119,758	8,804	1939.541	1886.325	5.168		4.193

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	10,372,273	3,786	289.276	281.339	0.771	0.075	0.713
Enter Arterial VMT ==>		Arterial	10,009,649	3,654	464.539	451.793	1.238	0.282	0.889
Enter Collector VMT ==>		Collector	2,180,893	796	101.213	98.436	0.270	0.407	0.160
		Urban	899,927	328	312.892	304.307	0.834	0.324	0.564
Enter Total of Urban and Rural		Rural	510,617	186	767.972	746.900	2.046	0.090	1.862
Local VMT Here =>	1,410,544								
		Totals	23,973,359	8,750	1935.892	1882.775	5.158		4.187

FRESNO 2049

			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	10,314,003	3,765	287.651	279.758	0.766	0.075	0.709
Enter Arterial VMT ==>		Arterial	9,901,372	3,614	459.514	446.906	1.224	0.282	0.879
Enter Collector VMT ==>		Collector	2,154,137	786	99.972	97.229	0.266	0.407	0.158
		Urban	898,181	328	312.285	303.717	0.832	0.324	0.563
Enter Total of Urban and Rural		Rural	509,626	186	766.482	745.452	2.042	0.090	1.859
Local VMT Here =>	1,407,807								
		Totals	23,777,319	8,679	1925.903	1873.061	5.132		4.167

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	0.000152813	EFFreeway
Arterial	0.035	2.4	0.0022	0.000254269	EFArterial
Collector	0.035	2.4	0.0022	0.000254269	EFCollector
Local	0.32	2.4	0.0022	0.001905173	EFLocal
Rural	1.5	2.4	0.0022	0.008241114	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

Option 2 Conformity Analysis Results – Not Adopted
(Option 2 2015 Ozone)

San Joaquin Valley (All Subareas)

Standard	Analysis Year	Emissions Total		DID YOU PASS?	
		ROG (tons/day)	NOx (tons/day)	ROG	NOx
2015 Ozone	2026 Budget	19.1	34		
	2027	16.7	30	YES	YES
	2029 Budget	16.8	30		
	2029	15.2	28	YES	YES
	2032 Budget	14.9	27		
	2032	13.4	26	YES	YES
	2035 Budget	14.0	27		
	2035	12.1	25	YES	YES
	2037 Budget	13.4	27		
	2037	11.6	24	YES	YES
	2046	9.4	25	YES	YES
	2049	9.1	26	YES	YES

APPENDIX D

TIMELY IMPLEMENTATION DOCUMENTATION FOR TRANSPORTATION CONTROL MEASURES

Fresno Council of Governments
Timely Implementation Documentation
2002 Reasonable Availible Control Measures (RACM)

RACM Commitment	Agency	Commitment Description	Original Commitment Schedule	Commitment Funding	TIP	TIP Project ID	Project Description	2025 Conformity Analysis (previous)	2027 FTIP Conformity Analysis (current).
								(as of 05/2024)	(as of 06/2026)
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
		Fowler Interconnect, Ashlan-Barstow			2000	FRE000109	Traffic Signal Interconnection along Fowler Avenue (Ashlan-Barstow)	Complete	Complete

RACM Commitment	Agency	Commitment Description	Original Commitment Schedule	Commitment Funding	TIP	TIP Project ID	Project Description	2025 Conformity Analysis (previous)	2027 FTIP Conformity Analysis (current).
								(as of 05/2024)	(as of 06/2026)
		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
		Bicycle and Pedestrian Programs	implemented and ongoing	CMAQ, TEA			Bikeway: Monterey Ave. from creek at Cambridge Ave to Washington Street	Complete	Complete

RACM Commitment	Agency	Commitment Description	Original Commitment Schedule	Commitment Funding	TIP	TIP Project ID	Project Description	2025 Conformity Analysis (previous) (as of 05/2024)	2027 FTIP Conformity Analysis (current). (as of 06/2026)
							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
		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.

RACM Commitment	Agency	Commitment Description	Original Commitment Schedule	Commitment Funding	TIP	TIP Project ID	Project Description	2025 Conformity Analysis (previous) (as of 05/2024)	2027 FTIP Conformity Analysis (current). (as of 06/2026)
		Cedar & Shaw			2000/2002	FRE020123	Traffic Flow Improvements Including Installation of Dual NB and SB Lanes & Separate Right Turn Lanes	Complete	Complete
		Fresno & Sierra			2004	FRE040620	Fresno Ave. at Sierra Ave. Additional turning lane and light turn phasing.	Complete	Complete
		Controller at Railroad Crossing			2000/2002	FRE020126	New Controller and Pre-Emption to Interconnect to Railroad Crossing, Reconstruct 3 Returns & New Signal Poles	Complete	Complete
		Marks & Weber			2004	FRE020127	At Marks and Weber Avenue Intersection; Install Traffic Flow Improvements Including Ultimate Build of Intersection & New Traffic Signal	Complete	Complete
		Clinton & West			2004	FRE020128	At Intersection of Clinton and West Avenues; Install Traffic Flow Improvements Including Dual EB & WB Left-Turn Lanes & Protected Left Phasing EB & WB	Complete	Complete
		Herndon, Van Ness & Marks			2000/2002	FRE020614	Widen From 4 to 6 Lanes Divided. (West Avenue to Marks Avenue) Modify Traffic Signals/Provide Dual Left Turns at turns at Van Ness & Marks Avenues. Provide Right Turn Lanes & Bus Bays	Complete	Complete
FR 9.2/9.3/9.5/TCM4/ 19.18	Fresno	Improve bicycle facilities	in progress	$1.7 M CMAQ	2004	FRE020129	Lump-Sum Bicycle Facilities Including Lanes, Racks, Traffic Control Devices to Assist Bicyclist - On Major Streets	Complete	Complete
FR 5.2/5.3/5.4/5.5/19. 25/TCM1	Huron	Install and synchronize two traffic signals; SR 269 improvements (4th & 9th Streets)	not specified; 2003	CMAQ; TEA					
					2002/2004	FRE020135	Install Traffic Signals on Lassen Ave. (SR 269) (4th and 9th Street intersections)	Project is no longer a TCM as of 6/30/2021 (TCM designation transferred to Clovis project), and Huron has transferred the remaining unobligated funding on this project to a different project (LSTMP719).	Complete
		SR269 Improvements			2002	FRE021001	SHOPP Lump-Sum Account Non-Capacity Increasing Projects: (Safety; Roadway/Roadside Rehab.; Damage Restoration; Operations & SHOPP TEA)	Complete	Complete

RACM Commitment	Agency	Commitment Description	Original Commitment Schedule	Commitment Funding	TIP	TIP Project ID	Project Description	2025 Conformity Analysis (previous) (as of 05/2024)	2027 FTIP Conformity Analysis (current). (as of 06/2026)
	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	Carry over to 2025 FTIP with changes; change project description to: "Shepherd Ave between Willow Avenue and DeWolf Avenue, connecting back to traffic operation center"	Carryover project to 2027 FTIP as is. Project subject to change.
FR 9.2/9.3/9.5/10.4/10.5/10.6/TCM4/19.18	Huron	Pedestrian improvements for L Street and SR 269	not specified	TEA	2000	FRE001811	"L" Street Landscaped Bike & Pedestrian Pathway	Complete	Complete
FR 5.2/19.25	Kerman	Construct signal intertie for signals along Madera Avenue	2003	CMAQ	2002/2004	FRE020137	Traffic Signal Interconnect for Four Signals Along Madera Avenue from "E" Street to Whitesbridge Road. Install Signal at Madera & Stanislaus.	Complete	Complete
FR 5.3/5.4/TCM1	Kingsburg	Intersection improvements at SR 2001 and Draper Street and 18th Avenue	2004	CMAQ	2004	FRE040616	Eliminate 2 of 3 intersections at 18th Ave. and Sierra St.provide turn pockets & expand park(18 Ave & Sierra St. intersection improvement program.	Complete	Complete
							On 18th Avenue N/O Sierra Street; Provide a Right and Left-Turn Pocket at High School Access Approach	Complete	Complete
FR 9.2/9.3/10.4/10.5/10.7/TCM4/19.18	Orange Cove	Purchase abandoned right-of-way to develop multipurpose use trail	not specified	CMAQ	2002/2004	FRE020143	Purchase Abandoned AT & SF Railroad ROW from Anchor to Hills Valley Road For Construction of Future Pedestrian/Bicycle Trail	Complete.	Complete.
FR5.2/FR19.25	Parlier	Coordinate Traffic Signal Systems	2002/2003	not specified			Signal timing and coordination of Manning Avenue	Complete	Complete
FR 9.3/10.4/10.5/10.7/TCM4/19.18	Parlier	two bicycle projects	2003	partial CMAQ					
		Parlier (Mendocino to Madsen)			2000	FRE000626	Reconstruct, Widen and Install Curb, Gutter, and Sidewalk on Parlier Ave. (Mendocino Ave. to Newmark Ave.)	Complete	Complete
		Parlier			2000/2002	FRE020144	Construct Bicycle Facility Along E. Parlier Avenue (Madsen to Newmark Avenue)	Complete	Complete
		Bicycle/Pedestrian Program	2002-2003	potential sources identified, including CMAQ			Zediker Ave Sidewalks from Stanislaus St. to Fresno St.	Complete	Complete

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								(as of 05/2024)	(as of 06/2026)
							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
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 confomrity rule due to capacity increasing (added travel lanes)	Complete

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FR9.3/9.5/10.4/10.5/10.7/TCM4	Sanger	Bicycle/Ped. Program	ongoing-2004	potential sources identified, including CMAQ			Repair broken Sidewalk at various locations	On going with TDA funds.	On going with TDA funds.
							Bethel Ave. sidewalks between Jensen and Jenni Ave.	Complete	Complete
							Annadale Ave. sidewalks between Academy and Newmark	Complete	Complete
							9th St. sidewalks between Bethel Ave. and Cottle	Complete	Complete
FR 5.2/19.25	Selma	Traffic Signal Interconnect System	not specified	CMAQ	2002	FRE020152	Install Traffic Signals and Provide Interconnection	Complete	Complete
FR 5.3	Selma	Four signal projects	not specified	CMAQ					
		Rose/McCall			2002	FRE020152	Install Traffic Signals and Provide Interconnection	Complete	Complete
		Thompson/Whitson			2002	FRE020152	Install Traffic Signals and Provide Interconnection	Complete	Complete
		Thompson/Dinuba			2000	FRE000138	Install Traffic Signal at Intersection of Thompson & Dinuba Avenues	Complete	Complete
		McCall/Barbara			2002	FRE020154	In Selma (At McCall Avenue and Barbara Street Intersection) Install Traffic Signal Interconnect With City Traffic Signal Synchronization System	Complete	Complete
FR 19.18	Selma	Four pedestrian projects	not specified	not specified					
		Highland Avenue			2000	FRE000635	Improvements to Highland/Gonzales Parkway & signalization of Golden St. State Boulevard/Highland Avenue Intersection - Phase II	Complete	Complete
		Rose			2000	FRE000638	Reconstruct/Repave With AC Overlay on Rose Ave. (McCall Ave. to Country Club Lane)	Complete	Complete
		Second			2001	FRE000640	Various AC Overlays on Eligible Routes	Complete	Complete
		McCall			2001	FRE000637	AC Overlay With Fabric Underlayment (Arrants Street to Dinuba Avenue)	Complete	Complete
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

RACM Commitment	Agency	Commitment Description	Original Commitment Schedule	Commitment Funding	TIP	TIP Project ID	Project Description	2025 Conformity Analysis (previous)	2027 FTIP Conformity Analysis (current).
								(as of 05/2024)	(as of 06/2026)
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
							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

RACM Commitment	Agency	Commitment Description	Original Commitment Schedule	Commitment Funding	TIP	TIP Project ID	Project Description	2025 Conformity Analysis (previous) (as of 05/2024)	2027 FTIP Conformity Analysis (current). (as of 06/2026)
FR-TCM1	Fowler	Traffic Flow Improvements			2007	FRE040602	Interconnection of traffic signals at the intersections of Manning Ave./Golden State Blvd. and Manning Ave./Vineyard Pl.	Complete	Complete
FR10.4/10.5	Fresno / Fresno Area Express	Development of Bicycle Travel Facilities/Expedite Bicycle Projects from RTP					Bike lanes along C Street from Fresno to Ventura, Fruit Avenue between Clinton and Dakota, H Street from Divisadero to Merced and various segments of First Street between Herndon and Ashlan.	Complete	Complete
FR9.2	Kingsburg	Encouragement of Pedestrian Travel			2007	FRE040113	Construct sidewalks along 10th Ave. (Academy Ave.) from Sierra Street to Stroud Ave.	Complete	Complete
FR9.5	Kingsburg	Encouragement of Bicycle Travel			2007	FRE040112	Construct Class I bike path along Golden State Blvd from Bethel Ave to Laurel St. Will be located between existing eastern edge of shoulder and UPRR tracks.	Complete	Complete
FR19.18	Mendota	Pedestrian Facilities					Approximately 3,000 lineal feet of sidewalks and curb access ramps are currently under construction along Derrick Ave. (SR-33).	Complete.	Complete.
FR5.4	Parlier	Site-Specific Transportation Control Measures					Modify the traffic signal at the intersection of Manning Ave. and Mendocino Ave. to provide for north- and southbound protected left turn phasing.	Complete	Complete
FR9.2/10.4/10.5/10.7/TCM-4	Reedley	Various Bicycle and Pedestrian		TE			Reedley Phase IV - Rails to Trails. Class I trail from Manning to Kings River along the San Joaquin Valley Railroad Corridor.	Complete	Complete
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

RACM Commitment	Agency	Commitment Description	Original Commitment Schedule	Commitment Funding	TIP	TIP Project ID	Project Description	2025 Conformity Analysis (previous)	2027 FTIP Conformity Analysis (current).
								(as of 05/2024)	(as of 06/2026)
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

Option 2: 2022 RACM TCMs – Not Adopted

Fresno Council of Governments
2022 San Joaquin Valley (SJV) Ozone State Implementation Plan (SIP) for the 2015 8-hour ozone standard TCM Listing

TCM	Description	Project ID	Agency/City	Implementation Timeline	Implementation Status for the 2027 FTIP and 2026 RTP (as of June 2026)
Complete Streets and Transit Oriented Development	California Ave between Fruit Ave and Mayor Ave/Tupman St; Install Class IV bicycle facilities, sidewalks, HAWK crossing, street lights along corridor, intersection reconfigurations.	LSTMP799	City of Fresno	2029	Project is on track and included in 2027 Federal Transportation Improvement Program (2027 FTIP) and the 2026 Regional Transportation Plan (2026 RTP).
	Blackstone Ave between McKinley Ave to Shields Ave; Install Class IV bicycle facilities, traffic calming infrastructure, curb ramps and median nose recon, bus stop platforms, signing and striping.	LSTMP720	City of Fresno	2029	Complete
Encouragement of Pedestrian Travel	Promote pedestrian travel by implementing an informational campaign on new pedestrian facilities, safety and air quality benefits through updates to FCOG website.	N/A	FCOG	2024	Fresno COG continuously posts information on the website and social media highlighting Active Transportation safety and air quality benefits.
Encouragement of Bicycle Travel	Promote bike travel by implementing an informational campaign on bicycle transportation opportunities, safety, and air quality benefits through updates to FCOG website.	N/A	FCOG	2024	Fresno COG continuously posts information on the website and social media highlighting Active Transportation safety and air quality benefits.
Eco-driving educational program	Include information on eco-driving and related air quality benefits and fuel savings through FCOG website update.	N/A	FCOG	Ongoing	Fresno COG has a website post commited to informing the public about "eco-driving" with a set of driving techniques and practices.

APPENDIX E

PUBLIC MEETING PROCESS DOCUMENTATION

McClatchy

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

AFFIDAVIT OF PUBLICATION

Account #	Order Number	Identification	Order PO	Cols	Depth
43307	IPL0350769	Legal Ad - IPL0350769	English NOA NOPH	2.0	166.0L

ATTENTION: FRESNO COUNCIL OF GOVERNMENTS IP
2035 TULARE ST, STE 201
FRESNO, CA 93722
brendav@fresnocog.org

PUBLIC NOTICE

NOTICE OF AVAILABILITY AND NOTICE OF PUBLIC HEARING ON THE DRAFT 2027 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM, DRAFT 2026 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITY STRATEGY, CORRESPONDING DRAFT AIR QUALITY CONFORMITY ANALYSIS, AND DRAFT ENVIRONMENTAL IMPACT REPORT

NOTICE IS HEREBY GIVEN that the Fresno Council of Governments (Fresno COG) will hold a public hearing on July 29, 2026 at 5:30 P.M. during the Fresno COG Policy Board Meeting at the Fresno COG office building at 2035 Tulare Street, Suite 201, Fresno, CA 93721 regarding the Draft 2027 Federal Transportation Improvement Program (2027 FTIP), the Draft 2026 Regional Transportation Plan/Sustainable Community Strategy (2026 RTP/SCS), the corresponding Draft Air Quality Conformity Analysis for the 2027 FTIP and 2026 RTP/SCS and the Draft Environmental Impact Report (EIR). The purpose of the public hearing is to receive public comments on these documents.

- The 2027 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 30-day public comment period for the Draft 2027 FTIP will be open from July 17, 2026, to August 17, 2026.
- The 2026 RTP/SCS is a long-term coordinated transportation/land use strategy to meet Fresno County transportation needs out to the year 2049. The 55-day public comment period for the Draft 2026 RTP/SCS will be open from June 23, 2026, to August 17, 2026.
- The 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 45-day public comment period for the Draft EIR will be open from July 2, 2026, to August 17, 2026.
- The corresponding Air Quality Conformity Analysis contains the documentation to support a finding that the 2027 FTIP and 2026 RTP/SCS meet the air quality conformity requirements for ozone and particulate matter. The 30-day public comment period for the Draft Air Quality Conformity Analysis will be open from July 17, 2026, to August 17, 2026.

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

An additional virtual public meeting will be held via Zoom to receive public comments on August 5, 2026, at 6:00 P.M. The agenda with a Zoom meeting link will be available on fresnocog.org/project/regional-transportation-plan/

The draft documents are available for review at the Fresno COG office, located at 2035 Tulare Street, Suite 201, Fresno, CA 93721 and on the Fresno COG website at fresnocog.org/project/regional-transportation-plan/

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 2027 FTIP and the 2026 RTP/SCS include areas containing sites that are subject to Government Code 65962.5, neither the 2027 FTIP nor the 2026 RTP/SCS propose site-specific development of any of those locations.

Public comments are welcomed at the hearings or may be submitted in writing by 5:00 P.M. on the previously listed public comment period end dates, to Paul Herman at the address below.

After considering the comments, the 2027 FTIP, Air Quality Conformity Analysis, 2026 RTP/SCS, and EIR will be considered for adoption, by resolution, by the Fresno COG at a regularly scheduled meeting to be held on September 24, 2026. The documents will then be submitted to state and federal agencies for consideration and potential approval.

Contact Person: Paul Herman, Deputy Director, 2035 Tulare Street, Suite 201, Fresno, CA 93721, pherman@fresnocog.org
IPL0350769
Jun 21 2026

COUNTY OF FRESNO
STATE OF CALIFORNIA

The undersigned states:
McClatchy Newspapers in and on all dates herein stated was a corporation, and the owner and publisher of The Fresno Bee.
The Fresno Bee is a daily e-Edition and printed 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.

1.0 insertion(s) published on:
06/21/26 Print

Print Tearsheet Link

Marketplace Link

Sherry Chasteen

Sherry Chasteen

Amanda Rodela

Sworn to and subscribed before me on Jun 22, 2026, 10:09 AM EDT

Online Notary Public. This notarial act involved the use of online audio/video communication technology. Notarization facilitated by SIGNiX®

PUBLIC NOTICE

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Contact Person: Paul Herman, Deputy Director, 2035 Tulare Street, Suite 201, Fresno, CA 93721, pherman@fresnocog.org
IPL0350769
Jun 21 2026

BEFORE THE
FRESNO COUNCIL OF GOVERNMENTS
RESOLUTION NO. 2026-27

IN THE MATTER OF:
2026 RTP/SCS, 2027 FTIP, AND CORRESPONDING CONFORMITY ANALYSIS

RESOLUTION ADOPTING THE FRESNO COUNCIL OF GOVERNMENTS 2027 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM, THE 2026 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITY STRATEGY, AND CORRESPONDING CONFORMITY ANALYSIS

WHEREAS, the Fresno Council of Governments (FCOG) is a Regional Transportation Planning Agency and a Metropolitan Planning Organization (MPO), 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 MPOs prepare a Sustainable Communities Strategy (SCS) as part of the 2026 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 currently in effect at the time of adoption of this resolution are 6% below 2005 per capita emissions levels by 2020 and 13% below 2005 per capita emissions levels by 2035; and

WHEREAS, pursuant to SB 375, the SCS must: (1) identify the general location of uses, residential densities, and building intensities within the region; (2) identify 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) identify 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) identify a transportation network to service the transportation needs of the region; (5) gather and consider the best practically available scientific information regarding resource areas and farmland in the region as defined in subdivisions (1) and (b) of the Government Code Sections 65080 and 65581; and (6) consider the statutory housing goals specified in Sections 65580 and 65581, (7) set forth a forecasted development pattern for the region which when integrated with the transportation network, and other transportation measures and policies, will reduce the GHG emissions from automobiles and light trucks to achieve the GHG reduction targets, and (8) allow the RTP to comply with air quality conformity requirements under the federal Clean Air Act; and

WHEREAS, the 2026 RTP/SCS has been prepared in accordance with state guidelines adopted by the California Transportation Commission and;

WHEREAS, a 2026 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 2027 FTIP must be financially constrained and the financial plan affirms that funding is available; and

WHEREAS, the 2027 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 FCOG forum and general public involvement; and

WHEREAS, the 2027 FTIP program listing is consistent with: 1) the 2026 RTP/SCS; 2) the 2026 State Transportation Improvement Program; and 3) the Corresponding Conformity Analysis; and

WHEREAS, the 2027 FTIP contains FCOG's certification of the transportation planning process assuring that all federal requirements have been fulfilled; and

WHEREAS, the 2027 FTIP meets all applicable transportation planning requirements per 23 Code of Federal Regulations (CFR) Part 450; and

WHEREAS, the 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, FCOG must demonstrate conformity per 40 CFR Part 93 for the 2026 RTP/SCS and 2027 FTIP; and

WHEREAS, the 2026 RTP/SCS and 2027 FTIP includes a new Conformity Analysis; and

WHEREAS, the 2026 RTP/SCS and 2027 FTIP conforms to the applicable SIPs; and

WHEREAS, the 2026 RTP/SCS and 2027 FTIP do not interfere with the timely implementation of the Transportation Control Measures; and

WHEREAS, FCOG has developed a sub-area regional emissions analysis for 2008

and 2015 Ozone, PM2.5, and PM10 for Fresno County; 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 public participation process adopted by Fresno Council of Governments; and

WHEREAS, a public hearing was conducted on July 29, 2026 and on September 28, 2026 to hear and consider comments on the 2026 RTP/SCS, 2027 FTIP, and Corresponding Conformity Analysis.

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 FCOG adopts the 2026 RTP/SCS (specifically, Scenario C), the 2027 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 FCOG, 2035 Tulare Street, Suite 201, Fresno, CA 93721. The Custodian of Record is Robert Phipps, Executive Director.

BE IT FURTHER RESOLVED, that FCOG 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.

BE IT FURTHER RESOLVED, that FCOG finds that the 2026 RTP/SCS and 2027 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 FCOG also finds that the 2026 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.

NOW, THEREFORE, BE IT RESOLVED, that FCOG adopts the 2027 FTIP, 2026 RTP/SCS, and the corresponding Conformity Analysis.

THE FOREGOING RESOLUTION was passed and adopted by FCOG this 28th day of September, 2026.

AYES:
NOES:
ABSTAIN:
ABSENT:___

_____ _____
Victor Martinez, Chair DATE

ATTEST:

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 September 2026.

_____ _____
Robert Phipps, Executive Director DATE

IAC Concurrence on Conformity Analysis Methodology and Latest Planning Assumptions:

Re: DRAFT 2026 RTP/2027 FTIP San Joaquin Valley Conformity Analysis Documents for IAC

Reply | Reply All | Forward

Thu 5/28/2026 2:34 PM

Contreras, Gilberto <gilberto.contreras@dot.gov>

To Wickersham, Lindsay

Cc Alex Marcucci; John Washam,; Acebo, Mervin (FTA); Adekemi Ademuyewo; alicia.adams@arb.ca.gov; Lee, Anita; Antonio Johnson; Becky Napier (bnapier@kerncog.org); Ben Raymond; Blake Dunford; Blake Rincon; Carey Knecht; Ceasar Valle; Christopher Winkels; **+90 others**

If there are problems with how this message is displayed, click here to view it in a web browser.

Attachments

+ Get more add-ins

Hi Alex,

Please receive this email as concurrence on behalf of FHWA. We have reviewed the documents provided to the SJV IAC partners and have no comments at this time. If any come up in the near future, we will share them during the public comment period.

Thank you,

On Wed, May 27, 2026 at 5:14 PM Wickersham, Lindsay <wickersham.lindsay@epa.gov> wrote:

> Hi Alex,
>
> Thank you for sharing these documents with us for review and concurrence.
>
> At this EPA has finished its review of the following items:
>
> 1. The conformity boilerplate language was prepared to address all applicable conformity requirements. The document contains tracked changes based on the latest approved conformity analysis to expedite your review.
> 2. The EMFAC calculation templates show how all the relevant off-model adjustments are applied to EMFAC emission results. SJCOG template is provided as an example of sub-area analysis.
> 3. The SJV LPA Summary table provides a comparison matrix of the latest planning assumptions used in this conformity analysis for each MPO.
>
> Additionally, we have reviewed the Telework adjustment memo for the 2015 O3 valley-wide budget created by CARB.
>
> We concur with all these documents and will review the more detailed planning assumption information provided in conformity documentation for each MPO during the public comment period. We will let you know if we have any additional questions or comments for the individual MPOs then.
>
> Thank you again for sharing these resources with us ahead of the formal public comment period!
>
> Have a good one,
>
> Lindsay

APPENDIX F

RESPONSE TO PUBLIC COMMENTS

FRESNO
Council of Governments

2035 Tulare St., Ste. 201 tel 559-233-4148
Fresno, California 93721 fax 559-233-9645
www.fresnocog.org

August 24, 2026

Draft 2027 FTIP, Draft 2026 RTP/SCS, Corresponding Draft Conformity Analysis, and the Draft Environmental Impact Report for Interagency Consultation and Public Review

Fresno Council of Governments (Fresno COG) conducted a 30-day public review period for the Draft 2027 FTIP, Draft 2026 RTP/SCS, Corresponding Draft Conformity Analysis, and Draft Environmental Impact Report for Interagency Consultation and Public Review between July 17, 2026, and August 17, 2026. Fresno COG received **two** (2) comments and Fresno COG's responses are listed below:

Comments from Office of Air Quality Transportation Conformity – Headquarters (HQ), transmitted by Braden Duran

Date received: 8/21/2026
Submitted via: Email

Subject: Revised Caltrans Comments - FCOG Draft 2026 RTP/SCS, Draft EIR, Draft 2027 FTIP, Draft Conformity Analysis

Comment 1: 40 CFR § 93.110(e): Caltrans recommends referencing Chapter 4 to more clearly demonstrate that the conformity determination is supported by the plan's goals, policies, and transportation strategies

Response: A reference to Chapter 4 (pages 44–49) has been added to the Conformity Checklist to document the TCM Findings for the TIP and Regional Transportation Plan section and clarify that the conformity determination is supported by the 2026 RTP's goals, policies, and transportation strategies.

Comment 2: 40 CFR § 93.118(d): Caltrans recommends citing the chapter in its entirety when documenting the regional emissions analysis and the basis for the conformity finding, rather than referencing individual sections, to ensure it is addressed comprehensively

Response: The entirety of Chapter 1 (pages 5-20) was cited to clearly identify the appropriate years for the regional emissions analysis and the applicable SIP budgets.