Conformity Analysis

for
Amendment #3 to the
2009 Interim Federal Transportation Improvement Program
and
Fresno County's
2007 Regional Transportation Plan Amendment #2

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AND

2007 REGIONAL TRANSPORTATION PLAN, AMENDMENT # 2

COUNCIL OF FRESNO COUNTY GOVERNMENTS

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EXECUTIVE SUMMARY

This report presents the Conformity Analysis for Amendment #3 to the 2009 Interim Federal Transportation Improvement Program (2009 Interim FTIP) and the 2007 Regional Transportation Plan (2007 RTP) Amendment # 2. The Council of Fresno County Governments (Fresno COG) is the designated Metropolitan Planning Organization (MPO) in Fresno, California, and is responsible for regional transportation planning.

The Clean Air Act Section 176(c) (42 U.S.C. 7506(c)) and U.S. Environmental Protection Agency (EPA) transportation conformity regulations (40 CFR 93 Subpart A) require that each new regional transportation plan (RTP) and transportation improvement program (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 Amendment #3 to the 2009 Interim FTIP and the 2007 RTP Amendment #2; a finding of conformity is therefore supported. Amendment #3 to the 2009 Interim FTIP and 2007 RTP Amendment #2 and Corresponding Conformity Analysis were approved by the Fresno COG Policy Board on January 29, 2009. FHWA/FTA last issued a finding of conformity for the 2007 TIP and 2007 RTP, including amendments, on June 29, 2007.

Amendment #3 to the 2009 Interim FTIP and 2007 RTP Amendment #2 have been financially constrained in accordance with the requirements of 40 CFR 93.108 and are consistent with the U.S. DOT Metropolitan Planning Regulations (23 CFR Part 450). A discussion of financial constraint and funding sources is included in the appropriate documents.

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

CONFORMITY REQUIREMENTS

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

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

particulate matter under 10 microns in diameter (PM-10), as well as a maintenance plan for carbon monoxide (CO) for the urbanized/metropolitan areas of Kern, Fresno, Stanislaus and San Joaquin Counties. Therefore, transportation plans and programs for the nonattainment areas for the 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 Model Coordinating Committee to ensure Valley-wide coordination, communication and compliance with federal and California Clean Air Act requirements. Each of the eight Valley Metropolitan Planning Organizations (MPOs) and the San Joaquin Valley Unified Air Pollution Control District (SJVUAPCD) are represented. The Federal Highway Administration (FHWA), Federal Transit Administration (FTA), the U.S. EPA, the California Air Resources Board (ARB) and Caltrans are also represented on the committee. The final determination of conformity for the TIP and RTP is the responsibility of the Federal Highway Administration and the Federal Transit Administration 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 carbon monoxide, ozone, PM-10, and PM2.5.

RESULTS OF THE CONFORMITY ANALYSIS

A regional emissions analysis was conducted for the years 2010, 2011, 2014, 2017, 2020, 2023 and 2030 for each applicable pollutant. All analyses were conducted using the latest planning assumptions and emissions models. The major conclusions of the Fresno COG Conformity Analysis are:

• For carbon monoxide, the total regional on-road vehicle-related emissions associated with implementation of Amendment #3 to the 2009 Interim FTIP and the 2007 RTP Amendment #2 for the analysis years are projected to be less than the approved emissions budget established in the 2004 Revision to the California State Implementation Plan for Carbon Monoxide. The applicable conformity test for carbon monoxide is therefore satisfied.

• For ozone, the total regional on-road vehicle-related emissions (ROG and NOx) associated with implementation of the Amendment #3 to the 2009 Interim FTIP and the 2007 RTP Amendment #2 for all years tested are projected to be less than the adequate emissions budgets specified in the 2007 Ozone Plan. The conformity tests for ozone are therefore satisfied.

• For PM-10, the total regional vehicle-related emissions (PM-10 and NOx) associated with implementation of the Amendment #3 to the 2009 Interim FTIP and the 2007 RTP Amendment #2 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. The conformity tests for PM-10 are therefore satisfied.

• For PM2.5, areas violating both the annual and 24-hour standards for PM2.5 must address both standards in the conformity determination. The San Joaquin Valley currently violates both standards, and the conformity determination includes both analyses. Before an adequate or approved SIP budget is available, conformity is generally demonstrated with interim emission tests. Conformity may be demonstrated if the emissions from the proposed transportation system are either less than or no greater than the 2002 motor vehicle emissions in a given area (see Section 93.119). The San Joaquin Valley chooses to use the "no-greater-than-2002 emissions

test". The modeling results for all analysis years indicated that the "Build" scenarios are less than the 2002 Base Year emissions estimates for both the 24-hour and annual standards. The Amendment #3 to the 2009 Interim FTIP and the 2007 RTP Amendment #2 therefore satisfies the conformity emissions tests for PM2.5.

• The Amendment #3 to the 2009 Interim FTIP and the 2007 RTP Amendment #2 will not impede and will support timely implementation of the Transportation Control Measures (TCM) that have been adopted as part of applicable air quality implementation plans. The current status of TCM implementation is documented in Chapter 4 of this report.

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

REPORT ORGANIZATION

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

Appendix F includes public meeting documentation conducted on Amendment #3 to the 2009 Interim FTIP and 2007 RTP Amendment #2 and Corresponding Conformity Analysis on December 18, 2008. Comments received on the conformity analysis and responses made as part of the public involvement process are included in Appendix G.

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 Amendment #3 to the 2009 Interim Federal Transportation Improvement Program (2009 Interim TIP) and the 2007 Regional Transportation Plans (RTP) Amendment #2 was prepared based on these criteria and tests. Presented first is a review of the development of the applicable conformity regulation and guidance procedures, followed by summaries of conformity regulation requirements, air quality designation status, conformity test requirements, and analysis years for the Conformity Analysis.

Fresno 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 programming document for the preservation, expansion, and management of the transportation system. The 2007 RTP has a 2030 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.

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 (EPA/DOT, 1991a and 1991b) 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 2002. These amendments have addressed a number of items related to conformity lapses, grace periods, and other related issues to streamline the conformity process.

On July 1, 2004 EPA published the final rule, Transportation Conformity Rule Amendments for the New 8-hour Ozone and PM2.5 National Ambient Air Quality Standards and Miscellaneous Revisions for Existing Areas; Transportation Conformity Rule Amendments – Response to Court Decision and Additional Rule Changes (EPA, 2004).

EPA issued a final rule on May 6, 2005 to add the following PM2.5 precursors to the transportation conformity rule: nitrogen oxides (NOx), volatile organic compounds (VOCs), sulfur oxides (SOx), and ammonia (NH3) (EPA, 2005). The rule specifies when each of these precursors must be considered in PM2.5 nonattainment areas, before and after PM2.5 SIPs are submitted.

In late March 2006, EPA and FHWA published "Transportation Conformity Guidance for Qualitative Hot-Sport Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas". This guidance affects Federal project-level approvals for "projects of air quality concern" in PM2.5 and PM10 nonattainment areas on or after April 5, 2006.

EPA issued a final rule on January 24, 2008 regarding changes to make the rule consistent with the Clean Air Act as amended by the most recent transportation funding legislation, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Comments were due June 1, 2007 and the final rule has not been published as of November 2007. The "Transportation Conformity Rule Amendments to Implement Provisions Contained in SAFETEA-LU does not have any impact on the San Joaquin Valley process and/or methodology contained in this document since the changes were already in place under the Joint EPA-DOT Interim Guidance for Implementing SAFETEA-LU's Conformity Provisions, published in February 2006.

MULTI-JURISDICTIONAL GUIDANCE

EPA issued "multi-jurisdictional" guidance on July 21, 2004 to clarify how nonattainment areas with multiple agencies should conduct conformity determinations based on the changes to the Conformity Rule (EPA, 2004b). This guidance applies to the San Joaquin Valley since there are multiple MPOs within a single nonattainment area. The main principle of the guidance is that one regional emissions analysis is required for the entire nonattainment area. However, separate modeling and conformity documents may be developed by each MPO.

Part 2 of the guidance applies to nonattainment areas that do not have conformity budgets for an air quality standard that can be used for conformity. This Part currently applies to the San Joaquin Valley for PM2.5. As a result, the individual modeling and conformity results are compiled into one regional emissions analysis for the entire nonattainment area that accompanies each plan/TIP conformity determination (see Appendix D). DOT will then issue its conformity determination on the TIPs/RTPs at the same time.

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 carbon monoxide, 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 DOT conformity determination.

DISTRICT RULE

The San Joaquin Valley Unified Air Pollution Control District adopted Rule 9120 Transportation Conformity on January 19, 1995 in response to requirements in Section 176(c)(4)(c) of the 1990 Clean Air Act Amendments. Rule 9120 contains the Transportation Conformity Rule promulgated November 24, 1993 verbatim. The Rule provides guidance for the development of consultation procedures and processes at the local level. As required by the Transportation Conformity Rule, Rule 9120 was submitted to EPA on January 24, 1995 as a revision to the State SIP. The rule becomes effective on the date EPA promulgates interim, partial, or final approval in the Federal Register.

To date, the Rule has not received approval by EPA. Section 51.390(b) of the Transportation Conformity Rule states: "Following EPA approval of the State conformity provisions (or a portion thereof) in a revision to the applicable implementation plan, conformity determinations would be governed by the approved (or approved portion of the) State criteria and procedures." It should also be noted that EPA has changed 40 CFR 51.390 to streamline the requirements for State conformity SIPs. Since a transportation conformity SIP has not been approved for the SJV, the Federal transportation conformity rule still governs.

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, 2004a). All analyses for the Conformity Analysis were conducted using the latest planning assumptions and emissions models in force at the time the conformity analysis started in January 2007 (see Chapter 2).

Latest Emissions Models — Section 93.111 requires that the latest emission estimation models specified for use in SIPs must be used for the conformity analysis. EMFAC2007 was used in the Conformity Analysis and is documented in Chapter 3.

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

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

- MPOs are required to provide reasonable opportunity for consultation with State air agencies, local air quality and transportation agencies, the USDOT and EPA (Section 93.105(a)(1)).

- MPOs are required to establish a proactive public involvement process, which provides opportunity for public review and comment prior to taking formal action on a conformity determination (Section 93.105(e)).

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

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 County 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. Conformity for Amendment #3 to the 2009 Interim FTIP and the 2007 RTP Amendment #2 includes analysis 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 Standards (NAAQS) for 8-hour 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), as well as a maintenance for carbon monoxide (CO) for the urbanized/metropolitan areas of Kern, Fresno, Stanislaus and San Joaquin Counties. State Implementation Plans have been prepared to address carbon monoxide, ozone, and PM-10:

- The 2004 Revision to the California State Implementation Plan for Carbon Monoxide was approved by EPA on November 20, 2005 (effective January 30, 2006).

- EPA is anticipated to publish a budget adequacy determination for the 2011, 2014, and 2017 conformity budgets contained in the 2007 Ozone Plan in January 2009.

- The 2007 PM-10 Maintenance Plan, which included revisions to the attainment plan, was approved by EPA on November 12, 2008.

EPA also designated the San Joaquin Valley as nonattainment for the 1997 PM2.5 standards. A State Implementation Plan has been developed to address the 1997 PM2.5 standards; however, EPA has not issued an adequacy determination on the conformity budgets nor approved the Plan. It should be noted that EPA issued a final rule establishing revisions to the 24-hour and annual PM2.5 national ambient air quality standard on October 17, 2006. EPA subsequently issued a guidance memo addressing how transportation conformity will be implemented under the revised 24-hour PM2.5 standard. In summary, transportation conformity is unaffected because there has been no change to the nonattainment designations.

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 carbon monoxide, ozone, and particulate matter are summarized below.

Section 93.124(d) of the 1997 Final Transportation Conformity regulation allows for conformity determinations for subregional emission budgets by MPOs if the applicable implementation plans (or implementation plan submission) explicitly indicates an intent to create such subregional 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.

CARBON MONOXIDE

The urbanized/metropolitan areas of Kern, Fresno, Stanislaus and San Joaquin Counties are classified maintenance for carbon monoxide (CO). The motor vehicle emission budgets for carbon monoxide are specified in the 2004 Revision to the California State Implementation Plan for Carbon Monoxide in tons per average winter day. EPA published a direct final rulemaking approving the plan on November 20, 2005, effective January 30, 2006.

For carbon monoxide, the Federal transportation conformity regulation requires that the TIP and RTP must pass an emissions budget test with a budget that has been approved by EPA for transportation conformity purposes. New conformity budgets have been approved for 2003, 2010 and 2018 for portions of the San Joaquin Valley as provided in the following table.

Table 1-1
On-Road Motor Vehicle CO Emissions Budgets

County	2003 Emissions (winter tons/day)	2010 Emissions (winter tons/day)	2018 Emissions (winter tons/day)
Fresno	240	240	240
Kern	180	180	180
San Joaquin	170	170	170
Stanislaus	130	130	130

OZONE

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

and are used in place of volatile organic compounds (VOC). The motor vehicle emission budgets for ozone are specified in the 2007 Ozone Plan in tons per average summer day. EPA is anticipated to publish the notice of adequacy determination for the 2011, 2014, and 2017 budgets in the Federal Register in January 2009.

The SJV has been classified as a Serious nonattainment area for the 8-hour ozone standard. However, the 2007 Ozone Plan requests an Extreme nonattainment classification and attainment date of 2023, and includes the corresponding additional RFP years. The SIP has identified subarea budgets for each MPO in the nonattainment area. For this Conformity Analysis, the SJV will continue to conduct determinations for subarea emission budgets as established in the applicable implementation plan.

The conformity budgets from Table 9.3 of the Plan are provided in the table below; it is anticipated that EPA will publish a budget adequacy determination for the 2011, 2014, and 2017 conformity budgets contained in the 2007 Ozone Plan in January 2009. These budgets have been used to compare to emissions resulting from Amendment #3 to the 2009 Interim FTIP and 2007 RTP Amendment #2. ARB subsequently updated Madera County and San Joaquin County budgets; these updates are reflected in the table below.

Table 1-2
Budgets from the 2007 Ozone Plan
(summer tons/day)

County	2008		2011		2014		2017		2020		2023	
	ROG	NOx	ROG	NOx	ROG	NOx	ROG	NOx	ROG	NOx	ROG	NOx
Fresno	18.6	58.5	15.5	47.9	12.9	37.2	11.1	29.1	8.0	16.9	7.8	15.7
Kern (SJV)	18.1	93.9	15.7	79.4	13.5	64.1	11.6	49.5	8.5	28.4	8.1	24.8
Kings	3.9	18.3	3.4	15.9	2.8	12.3	2.3	9.4	1.7	5.3	1.6	4.7
Madera	4.4	14.6	3.7	12.2	3.1	9.7	2.6	7.7	1.9	4.8	1.9	4.5
Merced	7.4	35.5	6.2	28.8	5.1	22.3	4.2	17.1	2.9	9.9	2.8	9.0
San Joaquin	13.9	40.0	12.1	34.7	10.1	27.8	8.6	21.3	6.3	12.7	6.3	11.9
Stanislaus	10.5	26.7	9.0	22.3	7.5	17.2	6.5	13.4	4.9	8.0	4.6	7.1
Tulare	10.5	23.4	9.2	20.9	7.7	16.6	6.7	13.1	5.2	8.4	4.8	7.4

PM-10

The 2007 PM-10 Maintenance Plan was approved by EPA on November 12, 2008, 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 reentrained dust from travel on paved roads, vehicular exhaust, travel on unpaved roads, and road construction.

The conformity budgets from Tables 6 and 7 of the Plan are provided below (including the minor technical corrections) and have been used to compare emissions for each analysis year. ARB subsequently updated the 2005 budgets; these updates are reflected in the table below.

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

County	2005		2020	
	PM-10	**NOx**	**PM-10**	**NOx**
Fresno	13.5	59.2	16.1	23.2
Kern(1)	12.1	88.3	14.7	39.5
Kings	3.1	16.7	3.6	6.8
Madera	3.6	13.9	4.7	6.5
Merced	6.2	39.4	6.4	12.9
San Joaquin	9.1	42.6	10.6	17.0
Stanislaus	5.6	29.7	6.7	10.8
Tulare	7.3	25.1	9.4	10.9

(1) Kern County subarea includes only the portion of Kern County within the San Joaquin Valley Air Basin

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 on November 12, 2008, 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.

PM2.5

EPA and FHWA have indicated that areas violating both the annual and 24-hour standards for PM2.5 must address both standards in the conformity determination. The San Joaquin Valley currently violates both standards, and the conformity determination includes both analyses. Before an adequate or approved SIP budget is available, conformity is generally demonstrated with interim emission tests.

Conformity may be demonstrated if the emissions from the proposed transportation system are either less than or no greater than the 2002 motor vehicle emissions in a given area (see Section 93.119). The 2002 baseline year emissions level must be based on the latest planning assumptions available for the year 2002, the latest emissions model, and appropriate methods for estimating travel and speeds as required by the conformity regulation. PM2.5 nonattainment areas may also elect to use the "build-no-greater-than-no-build test". Conformity is demonstrated if the emissions from the proposed transportation system ("build" scenario) are less than or equal to emissions from the existing transportation system ("no-build" scenario).

The rule allows PM2.5 nonattainment areas to choose between the two interim emissions test each time that they determine conformity before adequate or approved PM2.5 SIP budgets are established. However, the same test must be used for each analysis year in a given conformity determination. The San Joaquin Valley chooses to use the "no-greater-than-2002 emissions test". 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 EMFAC2007.

Prior to adequate or approved PM2.5 SIP budgets, re-entrained road dust and construction-related fugitive dust from highway or transit projects will only be included in the regional emissions analyses if EPA or ARB has determined that it is a "significant contributor" to the PM2.5 regional air quality problem. Until a significance finding is made, PM2.5 areas can presume that re-entrained road dust is not a significant contributor and not include road dust in the PM2.5 transportation conformity analysis prior to the SIP. In addition, construction-related dust emissions are not to be included in any PM2.5 conformity analyses before adequate or approved PM2.5 SIP budgets are established. As a result, the SJV PM2.5 conformity analysis will not include re-entrained road dust or construction-related fugitive dust from transportation projects. It is important to note that the San Joaquin Valley 2008 PM2.5 Plan has been developed and submitted to EPA. This plan indicates that re-entrained road dust and construction-related dust emissions are not significant. However, EPA has not acted on the budgets at this time.

In addition, prior to the submission of a SIP, NOx emissions must be considered, unless both ARB and EPA make a finding the NOx is not a "significant contributor" to the PM2.5 air quality problem. Conversely, VOC, SOx, and ammonia emissions do not have to be considered in conformity, unless either ARB or EPA makes a finding that onroad emissions of any of these precursors is a "significant contributor" to the area's PM2.5 air quality issues. It is important to note that the San Joaquin Valley 2008 PM2.5 Plan has been developed and submitted to EPA.

This plan indicates that VOC, Sox, and ammonia emissions are not significant. However, EPA has not acted on the budgets at this time. As a result, the SJV PM2.5 conformity analysis will only address the precursor NOx.

Table 1-4 summarizes PM2.5 and NOx emission estimates for the 2002 base year by sub-area, as documented in the Final PM2.5 Conformity Analysis. These emission estimates were calculated by running EMFAC2007 for the 2002 base year using default vehicle population, VMT, and speed fraction data; the result is then rounded up to the next tenths place (consistent with ARB policy). The 24-hour estimate is multiplied by 365 to yield an annual estimate (rounded to the whole ton).

Table 1-4
On-Road Motor Vehicle PM2.5 Emissions Budgets

County	2002 24-Hour (average annual tons per day)		2002 Annual (average annual tons per year)	
	PM2.5	NOx	PM2.5	NOx
Fresno	2.2	63.4	803	23141
Kern	3.7	94.1	1351	34347
Kings	0.8	18.5	292	6753
Madera	0.5	13.7	183	5001
Merced	1.5	37.1	548	13542
San Joaquin	1.5	43.4	548	15841
Stanislaus	1.0	30.2	365	11023
Tulare	0.8	26.4	292	9636

ANALYSIS YEARS

The conformity regulation (Section 93. 118 b and d) requires documentation of the years for which consistency with motor vehicle emission budgets must be shown. In addition, any interpolation performed to meet tests for years in which specific analysis is not required need to be documented.

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

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

attainment year, and the last year of the plan's forecast. Other years may be determined by interpolating between the years for which the regional emissions analysis is performed.

On March 8, 2005, EPA issued Guidance for Determining the "Attainment Year" for Transportation Conformity in new 8-hour ozone and PM2.5 Nonattainment Areas (EPA, 2005b). Per CAA section 172(a)(2), all PM2.5 nonattainment areas will have an initial maximum statutory attainment date of April 5, 2010.

Nonattainment areas that do not have any adequate or approved budgets are not required to demonstrate conformity and perform a regional emissions analysis for their attainment year. For the SJV, this applies to PM2.5. It is important to note that the San Joaquin Valley 2008 PM2.5 Plan has been developed and submitted to EPA. However, EPA has not acted on the budgets at this time. Under Section 93.119(g)(1) of the conformity regulation, nonattainment areas using interim emission tests are required to perform a regional emissions analysis for the following years:

- A year no more than 5 years beyond the year in which the conformity determination is made (e.g., 2010);
- The last year of the transportation plan's forecast period (e.g., 2030); and
- Any additional years within the time frame of the transportation plan so that analysis years are no more than 10 years apart (e.g., 2020).

A summary of the analysis years resulting from the above described rules and guidance for the Conformity Analysis is provided below.

Table 1-5
San Joaquin Valley Conformity Analysis Years

Pollutant	Budget Years[1]	Attainment/Maintenance Year	Intermediate Years	RTP Horizon Year
CO	2010	2018	2020	2030
Ozone	2011/2014/2017	2023[2]	2020	2030
PM-10	NA	2020	2010	2030
PM2.5	NA	2010	2020	2030

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

[1] Budget years that are not in the time frame of the transportation plan are not included as analysis years (e.g., CO 2003, Ozone 2008, and PM-10 2005), although they may be used to demonstrate conformity.
[2] The attainment year for Serious 8-hour Ozone areas is 2013; however, the 2007 Ozone Plan requests reclassification to Extreme which has an attainment year of 2023.

between the years for which the regional emissions analysis is performed. For CO, the analysis year 2018 will be interpolated from 2010 and 2020.

CHAPTER 2
LATEST PLANNING ASSUMPTIONS AND TRANSPORTATION MODELING

LATEST PLANNING ASSUMPTIONS

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

According to the conformity regulation, the time the conformity analysis begins is "the point at which the MPO or other designated agency begins to model the impact of the proposed transportation plan or TIP on travel and/or emissions." The conformity analysis and initial modeling began in January 2008. A summary of transportation model updates and latest planning assumptions was transmitted to the Model Coordinating Committee (MCC) for interagency consultation. The summary was discussed on the October 11, 2007 MCC conference call. Both EPA and FHWA subsequently indicated that there were no comments or concerns regarding the summary.

Key elements of the latest planning assumption guidance include:

- Areas are strongly encouraged to review and strive towards regular five-year updates of planning assumptions, especially population, employment and vehicle registration assumptions.

- The latest planning assumptions must be derived from the population, employment, travel and congestion estimates that have been most recently developed by the MPO (or other agency authorized to make such estimates) and approved by the MPO.

- Conformity determinations that are based on information that is older than five years should include written justification for not using more recent information. For areas where updates are appropriate, the conformity determination should include an anticipated schedule for updating assumptions.

- The conformity determination must use the latest existing information regarding the effectiveness of the transportation control measures (TCMs) and other implementation plan measures that have already been implemented.

Fresno COG uses the TP+/VIPER transportation model. The model was validated in 2003 for the 1998 base year. The latest planning assumptions used in the transportation model validation and Conformity Analysis is summarized in Table 2-1.

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

Assumption	Year and Source of Data (MPO action)	Modeling	Next Scheduled Update
Population	Base Year: In April 2000, The Fresno COG Policy Board accepted population projections from the Central California Futures Institute (CCFI) based on 2000 census data. Projections: On January 25, 2007 the Fresno COG Policy Board adopted updated population projections for Fresno County based on the Central California Futures Institute (CCFI) forecasts and updated Fresno County and projections made by Fresno COG staff.	This data was disaggregated to the TAZ level and used in the TP+/VIPER model for the base year validation and future year projections.	Population and Employment projections will be reviewed and updated periodically. All projections will be approved by the COG Model Steering Committee and COG Policy Board and included in the next model validation.
Employment	Base Year: Employment data is based on 2000 Dun and Bradstreet data, 2000 California Employment Development Department information and local surveys. Projections: On January 25, 2007 the Fresno COG Policy Board adopted updated employment projections for Fresno County based on Dun and Bradstreet data, California Employment Development Department information and updated Fresno County and projections made by Fresno COG staff.	This data was disaggregated to the TAZ level and used in the TP+/VIPER model for the base year validation and future year projections.	New Employment projections are currently being developed and will be reviewed by the COG Model Steering Committee when the projections are complete. Projections will be approved by the COG Model Steering Committee and COG Policy Board and included in the next model validation.
Traffic Counts	The transportation model was validated in 2003 to the 1998 base year using daily and peak hour traffic counts.	TP+/Viper was validated using these traffic counts.	Fresno COG maintains a Regional Traffic Monitoring Program that collects thousands of traffic counts annually. New 2003 traffic counts will be used in the next model validation for the 2003 base year.
Vehicle Miles of Travel	The Fresno COG policy Board accepted the 2003 transportation model validation for the 1998 base year in April 2003.	TP+/VIPER is the transportation model used to estimate VMT in Fresno County.	VMT is an output of the transportation model; VMT is affected by the TIP/RTP project updates and is included in each new conformity analysis.

Speeds	Speed data from member agencies were compared against the free flow speed input in the model during the 2003 model validation. Speed distributions were updated in EMFAC2007, using methodology approved by ARB and with information from the transportation model.	TP+/VIPER. The transportation model includes a feedback loop that assures congested speeds are consistent with travel speeds used throughout the traffic modeling process. EMFAC2007	Traffic speeds are continuously monitored by our local jurisdictions. The information is then provided to Fresno COG for use in our traffic modeling process. A comprehensive review of the free flow speed data (including floating car speed studies) was conducted in late 2005 and will be incorporated in our current model update and revalidation.
Vehicle Registrations	EMFAC2007 is the most recent model for use in California conformity analyses. Vehicle registration data is included by ARB in the model and cannot be updated by the user.	EMFAC2007	ARB has committed to update the fleet information in EMFAC on a 3-year cycle (see 1/31/06 letter to EPA and FHWA). The next update is scheduled to occur in 2010.
State Implementation Plan Measures	Latest implementation status of commitments in prior SIPs.	Emission reduction credits consistent with the SIPs are post-processed via spreadsheets as documented in Ch. 4.	Updated for every conformity analysis.

SOCIOECONOMIC DATA

POPULATION, EMPLOYMENT AND LAND USE

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

Supporting Documentation:

In the past, our population data underlying the traffic model was always developed based on State of California Department of Finance (DOF) growth projections corroborated with the fifteen cities and Fresno County. However, in November 1998, DOF released its final population projection for Fresno County before the 2000 Census. The 1998 final projection predicted substantially lower populations from their previous final projection, as well as a sharply lower rate of growth from that experienced by Fresno County in the past. This started Fresno COG on a path resulting in our adoption of population projections prepared specifically for Fresno COG by Dr. Joseph Penbera of the Central California Futures Institute (CCFI) at California State University Fresno.

Fresno COG conducted two public population-projection workshops to identify a better county projection. At the first workshop on June 30, 1999, COG staff presented and discussed background information on past growth trends, past and present projections, and the implication on planning studies. At the second workshop on September 1, 1999, Dr. Penbera of the Futures Institute and a representative from the State Department of Finance presented their forecast methods. The workshop attendees recommended that Fresno COG proceed based on the CCFI forecast, and contract with the CCFI to refine the projection. This was approved by Fresno COG's Transportation Technical Committee, Policy Advisory Committee, and Policy Board at their September 1999 meetings. Fresno COG contracted with the CCFI to prepare year 2020 and 2025 population projections and documentation of the projection methodology for Fresno County.

Dr. Penbera and the CCFI completed their report with refined forecasts in March 2000. In April 2000, Fresno COG's Model Steering Committee, Transportation Technical Committee, and Policy Advisory Committee adopted the CCFI forecasts, and the Policy Board approved the refined population forecasts for use in plans, studies, and the transportation model on April 27, 2000. Differences in CCFI and DOF estimates for years 2005 through 2025 are the result of differing timing of the effects of demographics and household formation growth-rates, as well as other economic factors affecting population growth. Documentation of these population projection findings is contained in the CCFI report, *Population Forecast for Fresno County to 2025* which is available on the Fresno COG website at www.fresnocog.org.

In May 2006, The Fresno COG consultant Dowling Associates, Inc. prepared a written

recommendation to continue the use of the CCFI projection for the traffic model. After reviewing the most recent forecasts prepared by the California Department of Finance, the Caltrans Office of Transportation Economics, and U.S. Bureau of the Census, Dowling Associates concluded that the CCFI were the most appropriate to use because:

- The CCFI projections focus specifically on growth trends in Fresno County
- The CCFI-based projections are between the two sets of projections used for long-range transportation planning in California, the projections from the Department of Finance (DOF) and the projections from the Department of Transportation Office of Transportation Economics
- The CCFI-based projections are closer to the population projections which result from compilation of expected household growth in each jurisdiction in Fresno County
- Other regions such as the San Francisco Bay Area regularly use locally-generated population projections for transportation planning which may differ significantly from DOF projections

Fresno COG staff extrapolated the population projection for Fresno County from 2025 to 2030, by continuing the annual percentage change forecast by the CCFI. These population projections were adopted by the Fresno COG Policy Board on January 25, 2007. Fresno COG staff uses socioeconomic data in the traffic model that corresponds with the refined CCFI population projections. This is reflected in the modeled results in this conformity determination.

Employment data is based on Dun and Bradstreet, Employment Development Department and COG-collected data with COG statistical future projections based on the CCFI forecast. The land use projections reflect reasonable expectations of growth distribution based on adopted general plan information while adhering to the CCFI forecasts. In addition, the scenarios of land development are considered to be consistent with the future transportation system, distribution of employment, and residential development. Fresno COG's demographer developed specific socioeconomic data sets for each year from 2000 to 2030. A detailed description of the techniques, methodologies, assumptions, and procedures used to develop base year and future year socioeconomic data for the traffic model is provided in the *Council of Fresno County Governments' Fresno County Traffic Model Calibration/Validation Report and Model Documentation, September 2001,* which is available on the Fresno COG website at www.fresnocog.org.

Currently, Fresno COG is undergoing a major land use update, which should be completed by the December 2008. New Traffic Analysis Zone (TAZ) based population & employment data was developed for the year 2003. Census 2000 housing data and residential permits from 2000 to 2003 from all the jurisdictions will be used to derive housing/population by TAZ; commercial business database from InfoUSA and employment numbers compiled by the California Employment Development Department will be combined to estimate employment by TAZ. Based on these new base year numbers, Fresno COG staff will go through the interagency

process and discuss with local officials and planners about where and when the new development will be by the future milestone years. Population & employment by TAZ will then be redistributed with the same control totals maintained.

Section 93.110 of the Transportation Conformity Rule requires that the population and employment projections used in the conformity analysis be the most recent estimates that have been officially approved by the Metropolitan Planning Organization.

In April 2000, Fresno COG's Model Steering Committee, Transportation Technical Committee, and Policy Advisory Committee adopted population projections (2000-2025) from the Central California Futures Institute (CCFI) for Fresno County. They were later refined for use in plans, studies, and transportation model and approved by the Policy Board. The 2030 number was extrapolated by COG staff from the CCFI projections for the purpose of 2007 RTP/TIP update. Employment data is based on Dun and Bradstreet and COG collected data with COG statistical future projections based on the CCFI forecast. The land use projections reflect reasonable expectations of growth distribution based on adopted general plan information while adhering to the CCFI forecasts. In addition, the scenarios of land development are considered to be consistent with the future transportation system, distribution of employment, and residential development. Fresno COG's demographer developed specific socioeconomic data sets for each year from 2000 to 2030.

Fresno COG's traffic model uses land use inputs (socioeconomic data) by traffic analysis zone (TAZ) for trip generation. These socioeconomic data are expressed in terms of households, single and multiple-family, disaggregated by automobile ownership, and by employment represented by retail, service, government, education, and other. In conjunction with development of population and employment forecasts by TAZ, an evaluation of expected future development in coordination with local officials and planners was made in order to ensure that additional capacity added through the RTP was appropriately balanced to the expected development patterns in Fresno County.

Fresno COG is undergoing major land us update, which will be completed by the December 2008. New TAZ based population & employment data was developed for the year 2003. Census 2000 housing data and residential permits from 2000 to 2003 from all the jurisdictions will be used to derive housing/population by TAZ; commercial business data from InfoUSA and employment numbers compiled by the California Employment Development Department will be combined to estimate employment by TAZ. In addition, age and household income distribution by TAZ from Census 2000 will be incorporated to help recalibration of the mode choice model.

Based on the new base year numbers, Fresno COG staff will go through the interagency process again and discuss with local officials and planners about where and when the new development will be by the future milestone years. Population & employment by TAZ will then be redistributed with the same control totals maintained.

TRANSPORTATION MODELING

The San Joaquin Valley Metropolitan Planning Organizations (MPOs) utilize the TP+/Viper traffic modeling software. The Valley TPA regional traffic models consist of traditional four-step traffic forecasting models. They use land use, socioeconomic, and road network data to estimate facility-specific roadway traffic volumes. Each TPA model covers the appropriate county area, which is then divided into hundreds or thousands of individual traffic analysis zones (TAZs). In addition the model roadway networks include thousands of nodes and links. Link types include freeway, freeway ramp, other State route, expressway, arterial, collector, and local collector. Current and future-year road networks were developed considering local agency circulation elements of their general plans, traffic impact studies, capital improvement programs, and the State Transportation Improvement Program. The models use equilibrium, a capacity sensitive assignment methodology, and the data from the model for the emission estimates differentiates between peak and off-peak volumes and speeds. In addition, the model is reasonably sensitive to changes in time and other factors affecting travel choices. The results from model validation/calibration were analyzed for reasonableness and compared to historical trends.

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

Fresno COG completed the update of our traffic model to TP+ modeling software and revalidation to a new base year of 1998 in July of 2003. The Fresno COG regional traffic model is a four-step traffic model. It uses land use, socioeconomic, and road network data to estimate facility-specific roadway traffic volumes. The study area for the Fresno COG model covers all of Fresno County including the cities of Clovis, Coalinga, Firebaugh, Fowler, Fresno, Huron, Kerman, Kingsburg, Mendota, Orange Cove, Parlier, Reedley, San Joaquin, Sanger, and Selma. The county is divided up into approximately 1,575 traffic analysis zones. The model roadway network includes over 6,800 nodes and over 17,000 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 travel demand model estimates travel demand and traffic volumes for the A.M. three-hour peak period, P.M. three-hour peak period, and the remaining 18-hour off-peak period. Daily forecasts are calculated by summing the A.M. and P.M. three-hour peak periods and the 18-hour off-peak period. The model also generates traffic forecasts for the A.M. peak hour and the P.M. peak hour.

The Fresno County Model Steering Committee oversees the improvements and updates to the model. The Model Steering Committee is a sub-committee of the Fresno COG Transportation Technical Committee and meets quarterly and when needed. The model and its assumptions are constantly being updated based upon the latest planning information.

TRAFFIC COUNTS

The conformity regulation requires documentation that a network-based travel model is in use that is validated against observed counts for a base year no more than 10 years before the date of the conformity determination. Document that the model results have been analyzed for reasonableness and compared to historical trends and explain any significant differences between past trends and forecasts (for per capita vehicle-trips, VMT, trip lengths mode shares, time of day, etc.).

Supporting Documentation:

Fresno COG completed the update of the traffic model to TP+ modeling software and revalidation to a new base year of 1998 in July of 2003. The model was validated by comparing its estimates of 1998 traffic conditions with more than 2,000 peak and off peak traffic counts. The 1998 validation meets standard criteria for replicating total traffic volumes on various road types and for percent error on links. The 2003 validation also meets standard criteria for percent error relative to traffic counts on 22 groups of roads (screenlines) throughout Fresno County.

In August 2003, a mode choice step was added to Fresno COG's traffic model. The mode choice model was calibrated to transit ridership characteristics and automobile occupancy rates from:

- Caltrans 2001 Statewide Travel Survey
- Fresno Area Express (FAX) Short Range Transit Plan FY 2001-2006
- Fresno County Rural Transit Agency (FCRTA) 2001-2002 Productivity Evaluation

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

As mentioned above, Fresno COG is undergoing a major model update. The model is being revalidated against 2003 traffic counts using new base year (2003) and future year land use. The project is expected to be completed by December 2008, when new VMT for all the future years will be available.

SPEEDS

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

Supporting Documentation:

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

Fresno COG member agencies regularly conduct free flow speed surveys for various purposes. Such speed data was requested by Fresno COG during the 2003 model update and incorporated in the model as input during the model validation update process. Additional speed survey data will be used in our current model update effort. COG has been making efforts to identify funding for a regional speed survey, which could be used in future model validation.

The Fresno COG traffic model includes a feedback loop that uses congested travel times as an input to the trip distribution step. The feedback loop ensures that the congested travel speeds used as input to the air pollution emission models are consistent with the travel speeds used throughout the traffic model process. As part of the 2003 model update, the feedback loop process was modified to make it iterate until it reaches a set of convergence criteria. The convergence criteria are consistent with §93.122(b)(1)(v) of the transportation conformity rule. The convergence criteria are as follows:

- Less than 5% of the origin-destination pairs have A.M. peak three-hour period congested travel times that change by more than 5% between iterations; and

- The average change in A.M. peak three-hour period-link traffic volumes is less than 5% between iterations (the average percent change is weighted by the link volume).

If the first two criteria do not result in convergence after five iterations through the feedback loop, it indicates that the network is very congested and the traffic assignments are oscillating between one set of routes and another. The following criteria are used after five feedback iterations:

- The average change in A.M. peak three-hour period congested travel times between origin-destination pairs is less than 5% between iterations (average weighted by number of origin-destination trips); and
- The average change in A.M. peak three-hour period congested travel times between origin-destination pairs is less than 5% between iterations (average weighted by vehicle-miles of travel); and
- The average change in A.M. peak three-hour period-link traffic volumes is less than 5% between iterations (the average percent change is weighted by the link volume).

The second set of convergence criteria were found to close during tests even with very congested future travel demands. Reasonable methods were also used to estimate traffic speeds and delays in a manner that is sensitive to the estimated volume of travel on each roadway segment.

TRANSIT

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

Supporting Documentation:

Fresno COG has been running a mode choice model since 2003. The model replicates major transit services in Fresno County, including Fresno Area Express (FAX), Clovis Transit Stageline and Fresno County Rural Transit Agency. Please refer to Section 4-4 and 4-5 Urban Mass Transportation and Rural Area Public Transportation and Social Service Transportation in the 2007 RTP for further information regarding the services, their accomplishments and proposed actions.

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

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

VALIDATION/CALIBRATION

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

Supporting Documentation:

The model was validated by comparing its estimates of base year traffic conditions with base year traffic counts. The base year validations meet standard criteria for replicating total traffic

volumes on various road types and for percent error on links. The base year validation also meets standard criteria for percent error relative to traffic counts on groups of roads (screenlines) throughout each county.

The model was validated in 2003 by comparing its estimates of 1998 traffic conditions with 1998 traffic counts. The 1998 validation meets standard criteria for replicating total traffic volumes on various road types and for percent error on links. The 1998 validation also meets standard criteria for percent error relative to traffic counts on 22 groups of roads (screenlines) throughout Fresno County.

For Serious and above nonattainment areas, transportation conformity guidance, Section 93.122(b)(3), as amended August 15, 1997, 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.

Although the conformity regulation (§93.122(b)(3)) states that Highway Performance Monitoring System (HPMS) estimates of vehicle miles traveled (VMT) shall be considered the primary measure of VMT within a non-attainment area for the classes of roadways included in HPMS, the regulation also allows locally developed count-based programs and other departures from specified procedures subject to the interagency consultation procedures. Fresno COG uses its Model Steering Committee as part of its interagency consultation on travel forecasting. Several meetings of the Fresno COG Model Steering Committee were held to assist in the 2003 Traffic Model Update. The Model Steering Committee reached consensus on using the Fresno COG Traffic Count Database for model validation as allowed in the conformity regulation instead of solely relying on HPMS for validation purposes.

FUTURE NETWORKS

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

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

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

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

Supporting Documentation:

The build highway networks include qualifying projects based on Amendment #3 to the 2009 Interim Federal Transportation Improvement Program (2009 Interim FTIP) and the 2007 Regional Transportation Plan (2007 RTP) Amendment #2. 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, right-of-way acquisition, or non-capacity improvements are not included in the networks. When these projects result in actual facility construction projects, the associated capacity changes are coded into the network as appropriate. Since the networks define capacity in terms of number of through traffic lanes, only construction projects that increase the lane-miles of through traffic are included.

Generally, Valley TPA 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.

TRAFFIC ESTIMATES

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

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

Horizon Year	Total Population (thousands)	Employment (thousands)	Average Weekday VMT (millions)	Total Lane Miles
2010	993	416	22.7	6,078
2011	1,012	425	23.7	N/A
2014	1,067	452	24.9	N/A
2017	1,125	480	26.6	N/A
2020	1,185	509	28.2	6,554
2023	1,246	538	29.8	N/A
2030	1,402	609	33.5	6,871

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 EMFAC2007 model. EMFAC2007 is the most recent model for use in California conformity analyses. Vehicle registrations, age distribution and fleet mix are developed and included in the model by CARB and cannot be updated by the user.

STATE IMPLEMENTATION PLAN MEASURES

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

CARBON MONOXIDE

No committed control measures are included in the conformity demonstration.

OZONE

Committed control measures in the 2007 Ozone Plan that reduce mobile source emissions and are included in the conformity demonstration are shown in Table 2-3.

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

Measure Description	Pollutants
District Existing Indirect Source Mitigation and School Bus Fleets rules	Summer NOx
ARB existing Reflash, Idling, and Moyer	Summer ROG Summer NOx
District Proposed Employee Trip Reduction	Summer ROG Summer NOx

NOTE: While the ARB Proposed passenger and truck measures included in the Draft State Strategy were included in the 2007 Ozone Plan and conformity budgets, they are not included in the conformity analysis. EPA has indicated that these measures cannot be included, since there is no written commitment to the specific control measures contained in the SIP.

PM-10

Committed control measures in the EPA approved 2007 PM-10 Maintenance Plan that reduce mobile source emissions and are included in the conformity demonstration are shown in Table 2-4.

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

Measure Description	Pollutants
ARB existing Reflash, Idling, and Moyer	PM-10 annual exhaust NOx annual exhaust
District Rule 8061	PM-10 paved road dust PM-10 unpaved road dust
District Rule 8021 Controls	PM-10 road construction dust

PM2.5

Committed control measures in the EPA approved 2007 PM-10 Maintenance Plan that reduce mobile source emissions (exhaust only) are shown in the table above. It is important to note that the PM-10 exhaust reductions are reduced by the ARB size fraction for diesel exhaust to yield a PM2.5 exhaust reduction.

The ARB size fraction data can be accessed at http://www.arb.ca.gov/ei/speciate/speciate.htm The PMSIZE link (under speciation profiles) opens a spreadsheet that contains size fractions. Row 75 of the spreadsheet specifies that the diesel exhaust fraction of PM-10 that represents PM2.5 or smaller is 0.92. This fraction was used because the approved ARB control measure in the EPA approved Amended 2003 PM-10 Plan only affects diesel vehicle exhaust.

The PM-10 diesel exhaust emission reductions are reduced by the ARB size fraction for diesel vehicle exhaust to yield a PM2.5 diesel exhaust emission reduction. This is documented in the spreadsheet EMFAC explanation tab. The PM2.5 fraction is calculated by multiplying the PM-10 diesel exhaust fraction by the ARB size fraction 0.92.

CHAPTER 3
AIR QUALITY MODELING

The model used to estimate vehicle exhaust emissions for carbon monoxide, ozone precursors, and particulate matter is EMFAC2007. ARB emission factors for PM-10 have been used to calculate reentrained paved and unpaved road dust, and fugitive dust associated with road construction. For the Conformity Analysis, model inputs not dependent on the Transportation Improvement Program or Regional Transportation Plan (RTP) are consistent with the applicable SIPs, which include:

- The 2004 Revision to the California State Implementation Plan for Carbon Monoxide was approved by EPA on November 20, 2005 (effective January 30, 2006).

- EPA is anticipated to publish an adequacy determination for the 2011, 2014, and 2017 conformity budgets contained in the 2007 Ozone Plan in January 2009.

- The 2007 PM-10 Maintenance Plan was approved by EPA on November 12, 2008.

It is important to note that the San Joaquin Valley 2008 PM2.5 Plan has been developed and submitted to EPA. However, EPA has not acted on the budget at this time; therefore, the PM2.5 Plan is not an applicable SIP.

Regional emissions have been estimated for the horizon years 2010, 2020, 2023 and 2030; other analysis years are interpolated per conformity regulation. The conformity regulation requirements for the selection of the horizon years are summarized in Chapter 1.

EMFAC2007

The EMFAC model (short for EMission FACtor) is a computer model that can estimate emission rates for motor vehicles for calendar years from 1970 to 2040 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, eight different classes of trucks, motorcycles, urban and school 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 county within air basin level. EMFAC contains default vehicle activity data that can be used to estimate a motor vehicle emission inventory in tons/day for a specific day, month, or season, and as a function of ambient temperature, relative humidity, vehicle population, mileage accrual, miles of travel and speeds.

Section 93.111 of the conformity regulation requires the use of the latest emission estimation model in the development of conformity determinations. EMFAC2007 is the latest update to the EMFAC model for use by California State and local governments to meet Clean Air Act (CAA, 1990) requirements. On January 18, 2008 EPA announced the availability of this latest version

of the California EMFAC model for use in State Implementation Plan (SIP) development in California.

Since the transportation conformity regulation (40 CFR 93.110) requires areas to use the latest information for estimating vehicle activity, EPA approved the CARB methodology for updating the default vehicle activity data in EMFAC2002 in April 2003. CARB's methodology, "Recommended Methods for Use of EMFAC2002 to Develop Motor Vehicle Emission Budgets and Assess Conformity," explains how vehicle activity data should be updated. This methodology has not been updated for EMFAC2007, but remains applicable. The methodology explains how each parameter associated with vehicle activity was originally developed in EMFAC, how each parameter is related, and how each can be updated when new data becomes available. These relationships are important when adjusting vehicle trips or VMT (vehicle miles traveled). For example, VMT in EMFAC2007 is directly related to vehicle population and mileage accrual rate. Similarly, start and evaporative vehicle emissions are also related to vehicle population levels. If new VMT data is available, CARB suggests modifying the input vehicle population levels, instead of directly inputting new VMT data, so that start and evaporative emissions are revised appropriately. Updated vehicle activity data can also be input to EMFAC using the WIS interface.

A transportation data template has been prepared to summarize the transportation model output for use in EMFAC 2007. The template includes allocating VMT by speed bin by modeling period, as well as creating a 24-hour VMT percentage by speed bin array for input into EMFAC 2007.

EMFAC was used to estimate exhaust emissions for CO, ozone, PM-10, and PM2.5 conformity demonstrations consistent with the applicable air quality plan. These estimates are further reduced by SIP measures as documented in Chapter 2.

ADDITIONAL PM-10 ESTIMATES

PM-10 emissions for reentrained 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

The core methodology for estimating paved road dust emissions is based on the algorithm published in the 5th Edition of AP-42 (U.S. EPA) (http://www.epa.gov/ttn/chief/ap42/ch13/). ARB default assumptions for roadway silt loading by roadway class, rainfall correction factor average vehicle weight remain unchanged. Emissions are estimated for five roadway classes including freeways, arterials, collectors, local roads, and rural roads. Countywide vehicle miles traveled (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 an ARB methodology in which the miles of unpaved road are multiplied by the assumed vehicle miles traveled (VMT) and an emission factor. In the 2007 PM-10 Maintenance Plan, it is assumed that all non-agricultural unpaved roads within the SJV 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 an ARB 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.

PM2.5 APPROACH

EPA issued guidance for creating annual on-road mobile source emission inventories for PM2.5 in August 2005 (EPA, 2005c). The guidance indicates that all areas currently designated nonattainment for PM2.5 are violating the annual standard for the pollutant. Therefore, in order to be consistent with the standard, PM2.5 nonattainment areas must develop annual emission inventories for the purpose of developing SIP budgets and demonstrating transportation conformity.

EMFAC2007 includes data for temperature, relative humidity, and characteristics for gasoline fuel sold that vary by geographic area, calendar year, and month and season. The annual average represents an average of all the monthly inventories. As a result, EMFAC will be run to estimate direct PM2.5 and NOx from motor vehicles for an annual average day that will provide the information for both the annual and 24-hour PM2.5 standards.

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

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

The SJV MPOs all use network based travel models. However, the models only estimate average weekday VMT. The San Joaquin Valley 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 necessary 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 San Joaquin Valley MPOs believe that the average annual day calculated from the current traffic models and EMFAC2007 represent the most accurate 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.

It is important to note that the San Joaquin Valley 2008 PM2.5 Plan has been developed and submitted to EPA. The annual inventory methodology contained in the plan and used to establish emissions budgets is consistent with the methodology used herein. However, EPA has not acted on the budget at this time.

Whatever approach is selected, the latest planning assumptions, latest emissions model, and appropriate methods for estimating travel and speeds must be used as required by the conformity regulation. In addition, the selected interim emissions tests should be used consistently when completing a conformity test. That is the regional conformity analysis for the baseline year test should be based on the same approach that was used to develop the baseline inventory for conformity purposes.

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 EMFAC2007. As indicated under the Conformity Test Requirements, re-entrained road dust and construction-related fugitive dust from highway or transit projects is not included at this time. In addition, NOx emissions are included; however, VOC, SOx, and ammonia emissions are not.

SUMMARY OF PROCEDURES FOR REGIONAL EMISSIONS ESTIMATES

Step-by-step air quality modeling procedures, including instructions, references and controls, for the Conformity Analysis are available on the Fresno COG website at [http://www.fresnocog.org/]. In addition, documentation of the conformity analysis is provided in Appendix C, including:

- 2009 adjust_vmt Spreadsheet
- 2009 Conformity EMFAC Spreadsheet
- 2009 Conformity Paved Road Spreadsheet
- 2009 Conformity Unpaved Road Dust Spreadsheet
- 2009 Conformity Construction Spreadsheet
- 2009 Conformity Trading Spreadsheet
- 2009 Conformity Totals Spreadsheet

CHAPTER 4
TRANSPORTATION CONTROL MEASURES

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

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."

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 the Conformity Analysis, the applicable implementation plans, according to the definition provided at the start of this chapter, are summarized below.

APPLICABLE IMPLEMENTATION PLAN FOR CARBON MONOXIDE

The 2004 Revision to the California State Implementation Plan for Carbon Monoxide was approved by EPA on November 20, 2005 (effective January 30, 2006). However, the Plan does not include TCMs for the San Joaquin Valley.

APPLICABLE IMPLEMENTATION PLAN FOR OZONE

The only applicable ozone plan is the *1994 Ozone Attainment Demonstration Plan* and the *Revised 1996 Rate of Progress Plan.*

The transportation control measures contained in the *1994 Ozone Attainment Demonstration* are not clearly delineated. Both transportation control measures and mobile source measures are discussed under the heading of transportation control measures. The Attainment Demonstration specifically includes Rule 9001 – Commute Based Trip Reduction; however, this rule was never

approved by EPA as part of the SIP. In addition, the Revised 1996 Rate of Progress Plan specifically identifies TCMs committed for implementation from 1990 through 1996. The commitments are listed within the following TCM categories:

TCM1 – Traffic Flow Improvements
TCM2 – Public Transit
TCM3 – Rideshare Programs (Rule 9001)
TCM4 – Bicycle Programs
TCM5 – Alternative Fuels Program

Most of the TCMs in the plans were implemented in the short term, and have been fully implemented. As a result, any resulting creditable emission reduction benefits have been incorporated into the traffic forecasts for the region. However, the TIP/RTP provides continued funding for transportation projects that support TCM programs (e.g., traffic flow improvements, public transit, rideshare programs, and bicycle programs). In addition, voluntary implementation of Rule 9001 (Employee Commute Options) is ongoing even though the Rule was not approved by EPA and cannot be implemented as a mandatory program under SB437.

APPLICABLE IMPLEMENTATION PLAN FOR PM-10

The 2007 PM-10 Maintenance Plan was approved by EPA on November 12, 2008. No new local agency control measures were included in the Plan.

The Amended 2003 PM-10 Plan was approved by EPA on April 28, 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. Accordingly, they will be tracked for timely implementation through 2010.

IDENTIFICATION OF 2002 RACM THAT REQUIRE TIMELY IMPLEMENTATION DOCUMENTATION

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

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

In addition, the RTPA Commitment Document, Volume Three, dated April 2003 (PM-10 BACM) was reviewed, using the Summary of Commitments table. Commitments that contain specific 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 (e.g., 8-hour, PM2.5, 2007 TIP). This documentation has been updated as part of this Conformity Analysis. A summary of

this information is provided in Appendix E.

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 was 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. The 2002 RACM TID Table has been updated part of this Conformity Analysis. A summary of this information is provided in Appendix E.

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 E, 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.

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

In May 2003, the San Joaquin Valley COG Directors committed to conduct feasibility analyses as part of each new RTP in support of the 2003 PM-10 Plan. While this commitment was retained in the 2007 PM-10 Maintenance Plan, it is important to note that there is no new RTP development with Amendment #3 to the 2009 Interim FTIP. As a result, there is no update to the 2007 conformity analysis with respect to inclusion of additional long-range local government control measures.

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 SJVUAPCD 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 F includes the public hearing process documentation. The responses to comments received as part of the public comment process are included in Appendix G.

INTERAGENCY CONSULTATION

Consultation is generally conducted through the San Joaquin Valley Model Coordinating Committee. The San Joaquin Valley Model Coordinating Committee (MCC) has been established by the Valley Transportation Planning Agency's Director's Association to provide a coordinated approach to valley air quality, conformity and transportation modeling issues. The committee's goal is to ensure Valley wide coordination, communication and compliance with Federal and California Clean Air Act requirements. Each of the eight Valley Metropolitan Planning Organizations (MPOs) and the San Joaquin Valley Unified Air Pollution Control District (SJVUAPCD) are represented. In addition, the Federal Highway Administration, Federal Transit Administration, the Environmental Protection Agency, the California Air Resources Board and Caltrans are all represented on the committee. The MCC meets approximately monthly; agendas, minutes, and other air quality related items are posted on the Fresno COG website at http://www.fresnocog.org

The interagency consultation process for the 2009 TIP Conformity Analysis began on the October 11, 2007 MCC conference call with a discussion of the timeline and approach, as well as a review of the latest planning assumptions to be used. A comment period was provided for the summary of latest planning assumptions and both FHWA and EPA responded that they had no comments. Interagency consultation was conducted on the proposed processes, instructions for

regional emission estimates, and draft boilerplate documentation in March 2008. All documentation is contained on the 2009 Conformity web-page on Fresno COG website (see information located at http://www.fresnocog.org.

Due to uncertainty with EPA's PM10 Maintenance Plan approval schedule, each MPO prepared both the 2009 FTIP/Conformity Analysis and an Interim TIP (which would allow some, but not all projects to move forward) for public review.

The 2007 PM-10 Maintenance Plan and Request for Redesignation was submitted to EPA on November 16, 2007. EPA proposed approval of the Plan and conformity budgets on April 25, 2008. In early April, EPA indicated that final action on the plan could be available by late June 2008. On May 15, 2008, EPA provided a signed Federal Register notice for the technical corrections to the motor vehicle budgets which included an extension of the public comment period to June 10, 2008. EPA then indicated that final action on the plan could be available by late July 2008.

In early June 2008, EPA indicated that they would be unable to issue final action on the PM-10 Maintenance Plan (thus providing conformity budgets needed for the 2009 FTIP) by July 31, 2008 due to two exceedances of the standard monitored in late-May. Consequently, the 2009 Interim FTIPs were then adopted in July 2008 by each of the SJV MPOs and submitted to Caltrans by August 1, 2008 for inclusion in the 2009 FSTIP. There was no action taken on the Draft 2009 TIP, corresponding Conformity Analysis, or Draft 2007 RTP Amendments. In summary, there are approximately 100 projects with $2.4 billion in funding that are not included in the Interim TIP four year element (FY 08/09 through FY 11/12).

In July, 2008, EPA indicated that the anticipated date of final action on the Maintenance Plan was September 20008. However, it was unclear what impact the current and/or future exceedances of the PM-10 standard have on meeting this schedule. Consequently, both FHWA and Caltrans requested that the SJV MPOs process a first off-cycle amendment to the 2009 Interim FTIP that relies on a previous emissions analysis. In response, the SJV MPOs drafted Amendment #1 and released for public review in September, with Board adoption scheduled for October. This amendment included approximately 75 (of the 100) projects that were determined to be eligible to rely on a previous emissions analysis and be added to the Interim TIPs.

On September 24, 2008, EPA signed the approval notice for the San Joaquin Valley 2007 PM-10 Maintenance Plan, including motor vehicle emissions budgets for conformity. These budgets replace the previously approved budgets and invalidates Amendment #1 that Relies on a Previous Emissions Analysis. Consequently, each MPO has withdrawn Amendment #1 from public review and Board consideration in October.

At least three MPOs need to process Type #2 and/or Type #3 amendments (no conformity analysis required) prior to this conformity analysis. These amendments are being labeled #2 to the 2009 Interim FTIP and will be processed in accordance with the applicable Public Participation Plan.

The SJV MPOs began drafting Amendment #3 to the 2009 Interim FITP to add project phases and/or projects that were not included in the 2009 Interim TIPs in October. A new conformity determination and new regional emissions analysis is required for Amendment #3. Amendment #3 was released for public review in November, with public hearings to be conducted in December, followed by Board adoption in January 2009. Federal approval of Amendment #3 and the corresponding Conformity Analysis is anticipated in March 2009.

Fresno COG has a Memorandum of Understanding (MOU) with both Fresno Area Express (FAX) and Fresno County Rural Transit Agency (FCRTA) regarding transit planning in Fresno County. The TIP and RTP are developed in consultation with these transit agencies, as well as cities and the county. From January through April 2008, Fresno COG solicited project-specific input from local jurisdictions. Using this information, Fresno COG refined the projects, transportation model, and other planning decisions.

Amendment #3 to the 2009 Interim Federal Transportation Improvement Program, the 2007 Regional Transportation Plan Amendment #2, and conformity analysis were released for public review and continued consultation on November 19, 2008. Fresno COG discussed the approval of these documents at the three regularly held committee hearings in November 2008, including the Transportation Technical Committee, Policy Advisory Committee, and the Policy Board. On December 18, 2008, Fresno COG held a public hearing on these documents, and the Policy Board approved the documents on January 29, 2009.

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 TIPs/RTPs. In addition, all public comments must be addressed in writing.

All MPOs in the San Joaquin Valley have standard public involvement procedures. In general the TIP/RTP and corresponding conformity analysis the subject of a public notice and 30 day review period prior to adoption. A public meeting is also conducted prior to adoption and all public comments are responded to in writing. The Appendices contain corresponding documentation supporting the public involvement procedures.

CHAPTER 6
TIP AND RTP CONFORMITY

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

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

This chapter presents the results of the conformity tests, satisfying the remaining requirement of the transportation conformity regulation. Separate tests were conducted for carbon monoxide (CO), 8-hour ozone (ROG and NOx), particulate matter under ten and 2.5 microns in diameter (PM-10 and PM2.5). 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 CO, 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.

For carbon monoxide, the applicable conformity test is the emissions budget test, using the budgets established in the 2004 Revision to the California State Implementation Plan for Carbon Monoxide. The carbon monoxide budgets were approved by EPA for conformity purposes, effective January 30, 2006. The modeling results indicated that the on-road vehicle CO emissions predicted for the "Build" scenario for 2010 are less than the 2010 emissions budgets and 2018, 2020, and 2030 are less than the 2018 emissions budget. The TIP/RTP therefore satisfies the conformity emissions test for carbon monoxide.

For ozone, the applicable conformity test is the emissions budget test, using the 2007 Ozone Plan budgets established for ROG and NOx for an average summer (ozone) season day. EPA is anticipated to publish the notice of adequacy determination for the 2011, 2014, and 2017 conformity budgets in the Federal Register in January 2009. 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 satisfies the conformity emissions test for volatile organic compounds and nitrogen oxides.

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 was approved by EPA on November 12, 2008. The modeling results for all analysis years indicate that the PM-10 emissions predicted for the "Build" scenarios are less than the emissions budgets for 2005 and 2020. The TIP/RTP therefore satisfies the conformity emissions tests for PM-10.

For PM2.5, areas violating both the annual and 24-hour standards for PM2.5 must address both standards in the conformity determination. The San Joaquin Valley currently violates both standards, and the conformity determination includes both analyses. Before an adequate or approved SIP budget is available, conformity is generally demonstrated with interim emission tests. Conformity may be demonstrated if the emissions from the proposed transportation system are either less than or no greater than the 2002 motor vehicle emissions in a given area (see Section 93.119). The San Joaquin Valley chose to use the "no-greater-than-2002 emissions test". The modeling results for all analysis years indicated that the "Build" scenarios are less than the 2002 Base Year emissions estimates for both the 24-hour and annual standards. The TIP/RTP therefore satisfy the conformity emissions tests for PM2.5.

As all requirements of the Transportation Conformity Regulation have been satisfied, a finding of conformity for Amendment #3 to the 2009 Interim Federal Transportation Improvement Program and the 2007 Regional Transportation Plan Amendment #2 is supported.

Table 6-1 Conformity Results Summary

Pollutant	Scenario	Emissions Total		DID YOU PASS?
		CO (tons/day)		CO
Carbon Monoxide	2010 Budget	240		
	2010	137		YES
	2018 Budget	240		
	2018	83		YES
	2020	70		YES
	2030	53		YES

		ROG (tons/day)	NOx (tons/day)		ROG	NOx
Ozone	2011 Budget	15.5	47.9			
	2011	15.4	47.9		YES	YES
	2014 Budget	12.9	37.2			
	2014	12.6	36.3		YES	YES
	2017 Budget	11.1	29.1			
	2017	10.7	28.3		YES	YES
	2020	9.4	22.7		YES	YES
	2023	8.6	19.1		YES	YES
	2030	7.4	15.2		YES	YES

		PM-10 (tons/day)	NOx (tons/day)		PM-10	NOx
PM-10	Adjusted 2005 Budget	13.8	58.8			
	2010	13.8	52.7		YES	YES
	Adjusted 2020 Budget	15.7	23.8			
	2020	15.7	23.8		YES	YES
	Adjusted 2030 Budget	17.9	20.5			
	2030	17.9	15.5		YES	YES

		PM2.5 (tons/day)	NOx (tons/day)		PM2.5	NOx
PM2.5 24-Hour Standard	2002 Base Year	2.2	63.4			
	2010	2.0	52.7		YES	YES
	2020	1.3	23.0		YES	YES
	2030	1.2	15.5		YES	YES

		PM2.5 (tons/year)	NOx (tons/year)		PM2.5	NOx
PM2.5 Annual Standard	2002 Base Year	803	23141			
	2010	730	19236		YES	YES
	2020	475	8395		YES	YES
	2030	438	5658		YES	YES

REFERENCES

CAA. 1990. *Clean Air Act,* as amended November 15, 1990. (42 U. S. C. Section 7401et seq.) November 15, 1990.

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. 2004. 40 CFR Part 93. *Transportation Conformity Rule Amendments for the New 8-hour Ozone and PM2.5 National Ambient Air Quality Standards and Miscellaneous Revisions for Existing Areas; Transportation Conformity Rule Amendments – Response to Court Decision and Additional Rule Changes.* U.S. Environmental Protection Agency. Federal Register, July 1, 2004, Vol. 69, No. 126, p. 40004.

EPA. 2004b. *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. 2005. *Transportation Conformity Rule Amendments for the New PM2.5 National Ambient Air Quality Standards: PM2.5 Precursors; Final Rule.* U.S. Environmental Protection Agency. Federal Register, May 6, 2005, Vol. 70, No. 87, p. 24280.

EPA. 2005b. *Guidance for Determining the "Attainment Years" for Transportation Conformity in New 8-Hour Ozone and PM2.5 Nonattainment Areas.* U.S. Environmental Protection Agency. Memorandum, March 8, 2005.

EPA. 2005c. *Guidance for Creating Annual On-Road Mobile Source Emission Inventories for PM2.5 Nonattainment Areas for Use in SIPs and Conformity.* U.S. Environmental Protection Agency. EPA420-B-05-008. August 2005

EPA/DOT. 1991a. *Guidance for Determining Conformity of Transportation Plans, Programs, and Projects with Clean Air Act Implementation Plans During Phase I of the Interim Period.* U.S. Environmental Protection Agency and Department of Transportation. June 7, 1991.

EPA/DOT. 1991b. *Guidance for Determining Conformity of Transportation Plans, Programs, and Projects with Clean Air Act Implementation Plans During Phase I of the Interim Period.* Extended Applicability of the Interim Conformity Guidance. U.S. Environmental Protection Agency and Department of Transportation. October 25, 1991.

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

APPENDIX A

CONFORMITY CHECKLIST

Conformity Analysis Documentation

FHWA Checklist for MPO TIPs/RTPs

June 27, 2005

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. 9	
§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.	E.S. p. 1 App.F	
§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 (a)(2)ii	Describe the regionally significant additions or modifications to the existing transportation network that are expected to be open to traffic in each analysis year. Document that the design concept and scope of projects allows adequate model representation to determine intersections with regionally significant facilities, route options, travel times, transit ridership and land use.	Ch. 2 p. 27, App. B	
§93.108	Document that the TIP/RTP is financially constrained (23 CFR 450).	E.S. p. 1	
§93.109 (a, b)	Document that the TIP/RTP complies with any applicable conformity requirements of air quality implementation plans (SIPs) and court orders.	Ch. 1, 2, 3, 4, 5, 6	
§93.109 (c-k)	Provide either a table or text description that details, for each pollutant and precursor, whether the interim emissions tests 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. 9-16	
§93.110 (a, b)	Document the use of latest planning assumptions (source and year) at the "time the conformity analysis begins," including current and future population, employment, travel and congestion. Document the use of the most recent available vehicle registration data. Document the date upon which the conformity analysis was begun.	Ch. 2 p. 17	
USDOT/EPA guidance	Document the use of planning assumptions less than five years old. If unable, include written justification for the use of older data. (1/18/02)	Ch. 2 p. 18	
§93.110 (c,d,e,f)	Document any changes in transit operating policies and assumed ridership levels since the previous conformity determination. Document the use of the latest transit fares and road and bridge tolls. Document the use of the latest information on the effectiveness of TCMs and other SIP measures that have been implemented. Document the key assumptions and show that they were agreed to through Interagency and public consultation.	Ch. 2 p. 26	
§93.111	Document the use of the latest emissions model approved by EPA.	Ch. 3 p. 32	
§93.112	Document fulfillment of the interagency and public consultation requirements	Ch. 5	

40 CFR	Criteria	Page	Comments
	outlined in a specific implementation plan according to §51.390 or, if a SIP revision has not been completed, according to §93.105 and 23 CFR 450. Include documentation of consultation on conformity tests and methodologies as well as responses to written comments.	p. 43 App.G App F	

§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. 41 App. E	
§93.114	Document that the conformity analyses performed for the TIP is consistent with the analysis performed for the Plan, in accordance with 23 CFR 450.324(f)(2).	Analysis addresses both documents	
§93.118 (a, c, e)	For areas with SIP budgets: Document that emissions from the transportation network for each applicable pollutant and precursor, including projects in any associated donut area that are in the Statewide 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. 48	
§93.118 (b)	Document for which years consistency with motor vehicle emissions budgets must be shown.	Ch. 1 p. 14	
§93.118 (d)	Document the use of the appropriate analysis years in the regional emissions analysis for areas with SIP budgets, and the analysis results for these years. Document any interpolation performed to meet tests for years in which specific analysis is not required.	Ch. 6 p. 48	
§93.119	For areas without applicable SIP budgets: Document that emissions from the transportation network for each applicable pollutant and precursor, including projects in any associated donut area that are in the Statewide TIP and regionally significant non-Federal projects, are consistent with the requirements of the "Action/Baseline", "Action/1990" and/or "Action/2002" interim emissions tests as applicable.	Ch. 6 p. 48	
§93.119 (g)	Document the use of the appropriate analysis years in the regional emissions analysis for areas without applicable SIP budgets.	Ch. 1 p. 14	
§93.119 (h,i)	Document how the baseline and action scenarios are defined for each analysis year.	Ch. 1 p. 15	
§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 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. 27 App B	
§93.122 (a)(2, 3)	Document that only emission reduction credits from TCMs on schedule have been included, or that partial credit has been taken for partially implemented TCMs. 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	Ch. 4 p. 37	

	Act requires the program (indicate applicable date). Discuss the implementation status of these programs and the associated emissions credit for each analysis year.		

§93.122 (a)(4,5,6)	For nonregulatory measures that are not included in the STIP, include written commitments from appropriate agencies. Document that assumptions for measures outside the transportation system (e.g. fuels measures) are the same for baseline and action scenarios. Document that factors such as ambient temperature are consistent with those used in the SIP unless modified through interagency consultation.	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. 27	
§93.122 (b)(1)(ii) [2]	Document the land use, population, employment, and other network-based travel model assumptions.	Ch. 2 p. 18	
§93.122 (b)(1)(iii) [2]	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. 20	
§93.122 (b)(1)(iv) [2]	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. 23	
§93.122 (b)(1)(v) [2]	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. 25	
§93.122 (b)(1)(vi) [2]	Document how travel models are reasonably sensitive to changes in time, cost, and other factors affecting travel choices.	Ch. 2 p. 23	
§93.122 (b)(2) [2]	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. 24	
§93.122 (b)(3) [2]	Document the use of HPMS, or a locally developed count-based program or procedures that have been chosen through the consultation process, to reconcile and calibrate the network-based travel model estimates of VMT.	Ch. 2 p. 27	
§93.122 (d)	In areas not subject to §93.122(b), document the continued use of modeling techniques or the use of appropriate alternative techniques to estimate vehicle miles traveled	Ch. 2 p. 27	
§93.122 (e, f)	Document, in areas where a SIP identifies construction-related PM10 or PM 2.5 as significant pollutants, the inclusion of PM10 and/or PM 2.5 construction emissions in the conformity analysis.	Ch. 3 p. 33	
§93.122 (g)	If appropriate, document that the conformity determination relies on a previous regional emissions analysis and is consistent with that analysis.	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. 2 p.27 App B	

[i] **Note that some areas are required to complete both interim emissions tests.**
[ii] **40 CFR 93.122(b) refers only to serious, severe and extreme ozone areas and serious CO areas above 200,000 population**

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.

Document #46711

APPENDIX B

TRANPORTATION PROJECT LISTING

EPA Air Quality Screening Criteria

1.01 Railroad/Highway Crossing
1.02 Hazard Elimination Program
1.03 Safer non Federal-aid system roads
1.04 Shoulder improvements
1.05 Increasing sight distance
1.06 Safety Improvement Program
1.07 Traffic control devices and operating assistance other than signalization projects
1.08 Railroad/highway crossing warning devices
1.09 Guardrail, median barriers, crash cushions
1.10 Pavement resurfacing and/or rehabilitation
1.11 Pavement marking demonstration
1.12 Emergency Relief (23 U.S.C. 125)
1.13 Fencing
1.14 Skid treatments
1.15 Safety roadside rest areas
1.16 Adding medians
1.17 Truck climbing lanes outside the urbanized area
1.18 Lighting improvements
1.19 Widening narrow pavements or reconstructing bridges (no additional travel lanes)
1.20 Emergency truck pullovers
2.01 Operating assistance to transit agencies
2.02 Purchase of support vehicles
2.03 Rehabilitation of transit vehicles
2.04 Purchase of office, shop, and operating equipment for existing facilities
2.05 Purchase of operating equipment for vehicles (e.g. radios, fireboxes, lifts, etc.)
2.06 Construction or renovation of power, signal, and communications systems
2.07 Construction of small passenger shelters and information kiosks
2.08 Reconstruction or renovation of transit buildings and structures
2.09 Rehabilitation or reconstruction of track structures, track, and track bed in existing right-of-way
2.10 Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of fleet
2.11 Construction of new bus, rail storage/maintenance facilities categorically excluded (23 CFR 771)
3.01 Continuation of ride-sharing and van-pooling promotion activities at current levels
3.02 Bicycle and pedestrian facilities
4.01 Specific activities which do not involve or lead directly to construction
4.05 Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action
4.06 Noise attenuation
4.07 Emergency or hardship advance land acquisitions [23 CFR 712.204(d)].
4.08 Acquisition of scenic easements
4.09 Plantings, landscape, etc.
4.10 Sign removal
4.11 Directional and informational signs
4.12 Transportation enhancement activities (excepting rehabilitation and operation of historic buildings, structures, or facilities).
4.13 Repair of damage caused by natural disasters, civil unrest, or terrorist acts, except projects involving substantial functional, locational or capacity increase
5.01 Intersection channelization projects
5.02 Intersection signalization projects at individual intersections
5.03 Changes in vertical and horizontal alignment
5.04 Interchange reconfiguration projects
5.05 Truck size and weight inspection stations
5.06 Bus terminals and transfer points
5.07 Traffic signal synchronization projects

COFCG Exempt Project Listing

(costs in thousands)

AGENCY	MPO ID	Ctips ID	Title	Proj Description	Tot Proj Cost	Exemption Description	Exemption Code
Caltrans	BR_PREV_M	20300000451	Bridge Preventive Maintenance Program	Planning of Bridge Preventive Maintenance Program by local agencies statewide. Funds available for FY 2005/06 only. Planning only - for developing project lists, not for capital.	1	Widening narrow pavements or reconstructing bridges (no additional travel lanes).	1.19
Caltrans	FRE021109	10300000282	Clovis to Temperance Landscape Project	In the city of Fresno from Clovis Avenue to Locan Avenue. Highway planting and irrigation on new freeway alignment.	6,945	Plantings, landscaping, etc.	4.09
Caltrans	FRE040401	20300000278	Lump-Sum HES/ HSIP	Lump-Sum Highway Safety Improvement Program. Consistent with 40 CFR part 93.126, 127, 128, exempt tables 2&3.	10,807	Safety Improvement Program.	1.06
Caltrans	FRE040501	20300000279	Highway Bridge Program	Lump-Sum Highway Bridge Replacement/Rehabilitation Program (No additional travel lanes). Consistent with 40 CFR part 93.126, 127, 128, exempt tables 2&3.	42,030	Widening narrow pavements or reconstructing bridges (no additional travel lanes).	1.19
Caltrans	FRE041001	30300000000	SHOPP Lump-Sum "Roadside Preservation"	Lump-Sum "Roadside Preservation" Category SHOPP: Non-capacity increasing projects roadside rehabilitation. Consistent with 40 CFR part 93.126, 127, 128, exempt tables 2&3.	16,009	Pavement resurfacing and/or rehabilitation.	1.10
Caltrans	FRE041202	10300000215	Tree Planting	In the city of Fresno, on Route 41 at and near Friant Road. Tree planting.	1,745	Plantings, landscaping, etc.	4.09
Caltrans	FRE041203	10300000208	Route 99 Replacement Planting	Near Selma and Kingsburg, from the Junction Routes 99 and 201 to north of Floral Avenue. Replacement planting.	1,730	Plantings, landscaping, etc.	4.09
Caltrans	FRE070801	20300000166	Emergency Repair Program Lump-Sum	Various locations. Emergency Repair Program. Consistent with 40 CFR part 93.126, 127, 128 Exempt Tables 2 & 3.	150	Emergency Relief (23 U.S.C. 125).	1.12
Caltrans	FRE071003	20300000422	SHOPP Lump-Sum "Bridge Preservation"	Lump-Sum "Bridge Preservation" Category SHOPP: Non-capacity increasing projects roadside rehabilitation. Consistent with 40 CFR part 93.126, 127, 128, exempt tables 2&3.	16,102	Widening narrow pavements or reconstructing bridges (no additional travel lanes).	1.19
Caltrans	FRE071004	20300000423	SHOPP Lump-Sum "Mobility"	Lump-Sum "Mobility" Category SHOPP: Non-capacity increasing projects roadside rehabilitation. Consistent with 40 CFR part 93.126, 127, 128, exempt tables 2&3.	22,727	Specific activities which do not involve or lead directly to construction.	4.01
Caltrans	FRE071007	20300000440	SHOPP-Roadway Preservation	Lump-Sum "Roaway preservation" Category SHOPP: Non-capacity increasing projects roadside rehabilitation. Consistent with 40 CFR part 93.126, 127, 128, exempt tables 2&3.	31,895	Pavement resurfacing and/or rehabilitation.	1.10
Caltrans	FRE071010	20300000458	SHOPP Lump-Sum "Collision Reduction"	Lump-Sum "Collision Reduction" Category SHOPP: Non-capacity increasing projects roadside rehabilitation. Consistent with 40 CFR part 93.126, 127, 128, exempt tables 2&3.	3,313	Specific activities which do not involve or lead directly to construction.	4.01
Caltrans	FRE091001	20300000546	SHOPP Lump-Sum "Mandates"	Lump-Sum "Mandates" Category SHOPP: Non-capacity increasing projects roadside rehabilitation. Consistent with 40 CFR part 93.126, 127, 128, exempt tables 2&3.	5,040	Pavement resurfacing and/or rehabilitation.	1.10
Caltrans	SCOUR_POA	20300000452	Statewide Scour Plan of Action	Scour local agency plan of action statewide. Funds available for current scour critical list for FY 2005/06 only. Small set-aside available for bridges added to list after FY 2005.	1	Widening narrow pavements or reconstructing bridges (no additional travel lanes).	1.19
Central Unified School District	FRE070101	20300000383	CNG School Bus- Central Unified	Lease to purchase and/ or purchase- to replace eight diesel school buses with eight compressed natural gas school buses.	2,317	Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet.	2.10
Clovis Unified School District	FRE070105	20300000387	CNG School Buses-Clovis Unified	Lease to purchase and/ or purchase- 10 CNG powered school buses to replace existing diesel school buses.	3,133	Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet.	2.10
Clovis, City of	FRE020105	20300000206	Traffic Flow Improvements	In Clovis - Lump-Sum Traffic Flow Improvements. Consistent with 40 CFR part 93.126, 127, 128, exempt tables 2&3	1,010	Intersection channelization projects.	5.01
Clovis, City of	FRE020106	20300000207	Traffic Signal Synchronization	In Clovis - Lump-Sum Traffic Signal Synchronization. Consistent with 40 CFR part 93.126, 127, 128, exempt tables 2&3. ITS Project.	224	Traffic signal synchronization projects.	5.07

AGENCY	MPO ID	Ctips ID	Title	Proj Description	Tot Proj Cost	Exemption Description	Exemption Code
Clovis, City of	FRE041812	10300000223	Enterprise Canal Trail	In the City of Clovis, east of Temperance Avenue and south of Nees Avenue along the Enterprise Canal. Construct a class I bicycle/pedestrian trail.	260	Transportation enhancement activities (excepting rehabilitation and operation of historic transportation buildings, structures, or facilities)	4.12
Clovis, City of	FRE041813	10300000224	Ashlan Avenue Median Island Landscaping	In the City of Clovis, on Ashlan Avenue between Whittier Avenue and McKelvy Avenue. Construct a median island with landscaping and irrigation.	465	Transportation enhancement activities (excepting rehabilitation and operation of historic transportation buildings, structures, or facilities)	4.12
Clovis, City of	FRE070102	20300000384	CNG Refuse Trucks	Purchase 16 CNG refuse trucks to replace 16 older diesal refuse trucks.	3,118	Specific activities which do not involve or lead directly to construction.	4.01
Clovis, City of	FRE070602	20300000405	Ashlan Ave. Road Repair	Road repair along Ashlan Ave between Peach and Minnewawa.	188	Pavement resurfacing and/or rehabilitation.	1.10
Clovis, City of	FRE070603	20300000406	Road Repair Along Peach Ave.	Road repair along Peach Ave. between Alluvial and Teague Avenues.	807	Pavement resurfacing and/or rehabilitation.	1.10
Clovis, City of	FRE070604	20300000407	Road Repair Along Shaw	Road repair along Shaw with reconstruction activities between Peach and Minnewawa Avenues.	1,036	Pavement resurfacing and/or rehabilitation.	1.10
Clovis, City of	FRE07180t	20300000454	Trail Head & Trail Improvements	Trail Head/ Rest Area, SWC Sunnysida & Shepherd Aves.	1,772	Bicycle and pedestrian facilities.	3.02
Clovis, City of	FRE071802	20300000455	Historic Gateway Sign	Enhance "Gateway to the Sierras" Sign, Clovis Ave. between 4th and 5th Streets.	155	Transportation enhancement activities (excepting rehabilitation and operation of historic transportation buildings, structures, or facilities)	4.12
Clovis, City of	FRE090101	2030000051t	Herndon Avenue Traffic Flow Improvements	Traffic Flow Improvements along Herndon Ave., Between Willow and Temperance Avenues.	818	Intersection signalization projects at individual intersections.	5.02
Clovis, City of	FRE090102	20300000512	Clovis Avenue Shoulder Improvements	Installation of shoulder improvements elong Clovis Ave., between Santa Ana and Gettysburg.	146	Shoulder Improvements.	1.04
Clovis, City of	FRE090103	20300000513	Nees Avenue Shoulder Improvements	Installation of shoulder improvements along Nees Ave., between Sunnyside and Armstrong Avenues.	339	Shoulder Improvements.	1.04
Clovis, City of	FRE090104	20300000514	Shaw at DeWolf Traffic Flow Improvements	Installation of Shaw/ DeWolf traffic signal.	622	Intersection signalization projects at individual intersections.	5.02
Clovis, City of	FRE090105	20300000515	Temperance at Sierra Traffic Flow Improvements	Installation of Temperance/ Sierra Traffic Signal.	812	Intersection signalization projects at individual intersections.	5.02
Clovis, City of	FRE090601	20300000489	Shaw Avenue Reconstruction	Reconstruction of Shaw Avenue, between Minnewawa and Clovis Avenues.	883	Pavement resurfacing and/or rehabilitation.	1.10
Coalinga, City of	FRE020108	20300000196	Monterey Avenue Paved Shouldars	In Coalinga - Construct Paved Shoulders for Bike Lane On Monterey Avenue from Washington Street to Cambridge Avenue.	102	Bicycle and pedestrian facilities.	3.02
Coalinga, City of	FRE020605	20300000058	Various AC Overlays/Reconstruction	In Coalinga - Lump-Sum Various AC Overlays/Reconstruction on Eligible Routes. Consistent with 40 CFR part 93.126, 127, 128 exempt tables 2&3.	274	Pavement resurfacing and/or rehabilitation.	1.10
Council of Fresno County Governments	FRE001101	10300000044	Planning, Programming and Monitoring	Planning, Programming and Monitoring.	2,810	Specific activities which do not involve or lead directly to construction.	4.01
Firebaugh, City of	FRE070605	20300000408	13th Street Reconstruction	Reconstruct 13th Street between N Street (SR 33) to 400 ft east of P Street.	406	Pavement resurfacing and/or rehabilitation.	1.10
Fowler, City of	FRE070106	20300000388	Class II Bicycle Lanes	Class II Bicycle Lanes- Construct lanes along the east side of Fowler Ave b/w the State Highway 99 southbound onramp and Merced Street, and along southside Adams b/w Fowler Highschool and Temperance.	106	Bicycle and pedestrian facilities.	3.02
Fowler, City of	FRE071803	20300000456	Merced Street Improvements	Landscaping & sidewals, Merced Street between 3rd & 5th Streets.	203	Transportation enhancement activities (excepting rehabilitation and operation of historic transportation buildings, structures, or facilities)	4.12
Fowler, City of	FRE090123	20300000533	Golden State Corridor Bicycle / Pedestrian Trail	Construct bicycle/pedestrian trail along the Golden State Corridor from the City of Fowler south toward Selma.	280	Bicycle and pedestrian facilities.	3.02
Fresno Area Express (FAX)	FRE021501	20300000147	Section 5307 Planning Projects	Various Planning Project/ COFCG Staff/Annual Planning O & M Expenses and Special Projects	2,550	Specific activities which do not involve or lead directly to construction.	4.01
Fresno Area Express (FAX)	FRE021502	20300000259	Various Planning Projects	Various Planning Projects/FAX Staff/Annual Planning O & M Expenses and Special Projects	2,497	Operating assistance to transit agencies.	2.01
Fresno Area Express (FAX)	FRE021503	20300000155	Section 5307 Preventive Maintenance	Preventive Maintenance Expense	34,031	Operating assistance to transit agencies.	2.01

AGENCY	MPO ID	Ctips ID	Title	Proj Description	Tot Proj Cost	Exemption Description	Exemption Code
Fresno Area Express (FAX)	FRE021504	20300000158	Contracted Paratransit	Contracted Paratransit Service Operations	14,903	Operating assistance to transit agencies.	2.01
Fresno Area Express (FAX)	FRE021505	20300000157	Capital Lease-Handy Ride	Capital Lease-Handy Ride Facility	654	Operating assistance to transit agencies.	2.01
Fresno Area Express (FAX)	FRE021506	20300000156	Capital Lease	Capital Lease-Vehicle Tire Lease	1,245	Operating assistance to transit agencies.	2.01
Fresno Area Express (FAX)	FRE021507	20300000151	Section 5307 Veh. Replacement	Non-Revenue Vehicle Service Expansion/Replacement (18 Vehicles)	400	Purchase of support vehicles.	2.02
Fresno Area Express (FAX)	FRE021508	20300000150	Section 5309 Bus Purchase	Paratransit Vehicle Service Expansion/Replacement of 17 Vehicles	962	Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet.	2.10
Fresno Area Express (FAX)	FRE021509	20300000149	Section 5307 Fixed Route Facility Equipment Purcha	FAX Facility Upgrades To include Portable Life Equipment; Fare box Systems; Life Pump and Cylinders; Automated Passenger Counters; Bus Washer; Passenger Information Kiosks; etc.	500	Purchase of operating equipment for vehicles (e.g. radios, fareboxes, lifts, etc.).	2.05
Fresno Area Express (FAX)	FRE021510	20300000260	Transit Enhancements	Passenger shelters/structures, benches, trash receptacles and lighting; On-street signs; Bus stop repairs; and miscellaneous amenities to benefit transit passengers	600	Purchase of operating equipment for vehicles (e.g. radios, fareboxes, lifts, etc.).	2.05
Fresno Area Express (FAX)	FRE022005	20300000269	Vehicle Purchase	Purchase of 5 Revenue Vehicles.	5,815	Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet.	2.10
Fresno Area Express (FAX)	FRE040122	20300000328	Vanpool	Lease vans for downtown vanpool program. Final year of three year funding period.	240	Continuation of ride-sharing and van-pooling promotion activities at current levels	3.01
Fresno Area Express (FAX)	FRE041401	20300000329	Bus Replacement	Bus replacement program. Purchase 20 low emission urban buses to replace 20 1993 diesel vehicles.	7,227	Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet.	2.10
Fresno Area Express (FAX)	FRE041402	20300000330	Bus Frequency	Peak Service Program. Increase the frequency of service from 30 min to 15 min intervals on two routes- Route 28 and Route 30. Final year of three year funding period.	5,402	Operating assistance to transit agencies.	2.01
Fresno Area Express (FAX)	FRE041403	20300000331	Circulator Program	Downtown Circulator Program provide service throughout downtown Fresno during peak commute hours. Purchase of 4 shuttle vehicles.	1,200	Operating assistance to transit agencies.	2.01
Fresno Area Express (FAX)	FRE041404	20300000332	Intermodal Facility	Intermodal Facility Program. Develop and construct intermodal facility in Southeast area of Fresno.	1,000	Bus terminals and transfer points.	5.06
Fresno Area Express (FAX)	FRE070120	20300000402	CNG Buses	Purchase 15 CNG buses to replace 14 diesel buses.	10,267	Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet.	2.10
Fresno Area Express (FAX)	FRE070121	20300000403	Hydrongen Bus and Fueling Station	Purchase one 40 foot hydrogen powered hybrid electric transit bus and one electrolytic hydrogen fueling station.	3,250	Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet.	2.10
Fresno Area Express (FAX)	FRE070122	20300000404	Increased Route Frequency	Increase frequency of service from 30 minute intervals to 15 minute intervals on high demand routes. Fresno Street, 1st Street, and Cedar. Three years of funding.	11,983	Specific activities which do not involve or lead directly to construction.	4.01
Fresno Area Express (FAX)	FRE090111	20300000521	Transit Signal Prioritization	Prioritize traffic signals for certain fixed bus routes to decrease number of buses needed to maintain existing frequencies, and thereby reduce emissions.	1,566	Construction or renovation of power, signal, and communications systems.	2.06
Fresno Area Express (FAX)	FRE090112	20300000522	6 CNG Paratransit Vehicles	City of Fresno, FAX, will purchase 6 CNG converted paratransit vehicles to replace non-CNG vehicles in existing fleet.	617	Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet.	2.10
Fresno Area Express (FAX)	FRE090113	20300000523	Purchase 6 CNG Buses	City of Fresno, FAX will purchase 6 alternatie fuel (CNG), low emission buses to replace diesel buses in the current fleet.	2,442	Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet.	2.10
Fresno Area Express (FAX)	FRE092001	20300000552	Vehicle Purchase	Purchase low-emission non-revenue transit vehicles.	300	Purchase of support vehicles.	2.02
Fresno Area Express (FAX)	FRE092403	20300000551	CNG Replacement buses	Purchase CNG replacement buses.	2,500	Purchase of support vehicles.	2.02
Fresno County	FRE040118	20300000324	North at Maple Intersection Improvements	North and Maple Intersection improvements. Construct left turn lane for eastbound traffic.	134	Traffic control devices and operating assistance other than signalization projects.	1.07
Fresno County	FRE040119	20300000325	Central at Willow Intersection Improvements	Central and Willow intersection improvements. Construct left turn lanes and pavement improvements and remove a four-way stop.	99	Intersection channelization projects.	5.01
Fresno County	FRE040120	20300000326	American Ave. Shoulder	Shoulder paving/ stabilization. Alta Ave. to SR 63 - American Ave.	685	Shoulder Improvements.	1.04

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Fresno County	FRE040612	20300000343	Manning Ave. Reconstruction	Manning Ave. from Crawford to Hill Ave. Reconstruct existing 2-lane road to current standards -widening travel way, paving shoulders an improving structural section.	1,645	Shoulder Improvements.	1.04
Fresno County	FRE041820	10300000231	San Joaquin River Multi-modal Trail	Along the San Joaquin River from the Kerchoff Reservoir to the Upper Redinger Reservoir. Construct multi-modal trail.	537	Transportation enhancement activities (excepting rehabilitation and operation of historic transportation buildings, structures, or facilities)	4.12
Fresno County	FRE070201	20300000443	Rehabilitation, repair, reconstruction	Rehabilitation, repair, and/or reconstruction of deficient two-lane roads that connect to Interstate 5, SR 180, SR 41 and SR 99 countywide.	3,500	Pavement resurfacing and/or rehabilitation.	1.10
Fresno County	FRE070202	20300000449	Rehabilitation, repair, and/or reconstruction	Rehabilitation, repair, and/or reconstruction of deficient two-lane roads that connect to Interstate 5, SR 180, SR 41 and SR 99 countywide.	1,875	Pavement resurfacing and/or rehabilitation.	1.10
Fresno County	FRE071812	20300000457	Kearney Blvd Palm Trees	Plant Palm Trees, Kearney Blvd. between Marks and Westlawn Aves.	647	Transportation enhancement activities (excepting rehabilitation and operation of historic transportation buildings, structures, or facilities)	4.12
Fresno County	FRE090118	20300000528	Shoulder Improvements on Cedar Ave.	Shoulder paving/stabilization on Cedar Ave. between Lincoln Ave. to Adams Ave.	383	Shoulder Improvements.	1.04
Fresno County	FRE090119	20300000529	Commute Green Fresno County	Commute Green Fresno County. A travel demand management commuter program for Fresno County employees designed to provide subsidies and incentives for program participants.	590	Continuation of ride-sharing and van-pooling promotion activities at current levels	3.01
Fresno County	FRE090130	20300000539	Lump Sum Shoulder Improvements	Lump Sum shoulder improvements paving/stabilization at various locations.	2,372	Shoulder Improvements.	1.04
Fresno County	FRE090621	20300000509	AC Overlays Lump Sum	Lump Sum listing from AC overlay projects in various locations.	3,930	Pavement resurfacing and/or rehabilitation.	1.10
Fresno County Rural Transit Agency	FRE021701	10300000192	Section 5311 Apportionment-Operations	Programs FY 2006/07-09 FTA Section 5311 Apportionment-Annual Operating Assistance	14,858	Purchase of support vehicles.	2.02
Fresno County Rural Transit Agency	FRE041405	20300000333	Natural Gas Bus	Purchase of four 35 passenger compressed natural gas powered buses.	1,650	Operating assistance to transit agencies.	2.01
Fresno County Rural Transit Agency	FRE090120	20300000530	Purchase CNG Vans	Purchase 2, 22 passenger CNG Vans to replace fleet.	288	Operating assistance to transit agencies.	2.01
Fresno Unified School District	FRE070111	20300000393	CNG School Buses-Fresno Unified	Lease to purchase and/ or purchase of 6 CNG school buses to replace existing fleet.	1,778	Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet.	2.10
Fresno Unified School District	FRE090121	20300000531	Expand CNG Filling Facility	Expand exiting fast-fill CNG facility to include time-filling of 8 ea. duel hose, 3600 psi time-fill posts.	220	Purchase of office, shop, and operating equipment for existing facilities.	2.04
Fresno, City of	FRE020122	20300000182	Chestnut at Kings Canyon Intersection Improvements	In Fresno: At Intersection of Chestnut Avenue and Kings Canyon Road; Install Traffic Flow Improvements Including Dual Left-Turn Lanes & Intersection Improvements.	1,718	Intersection channelization projects.	5.01
Fresno, City of	FRE020133	20300000227	Pedestrian Trail Construction	In Fresno - Lump-Sum Construction of New Trails to Serve Fresno/Clovis Metropolitan Area Trail System. Consistent with 40 CFR part 93.126, 127, 128, exempt tables 2&3.	1,244	Bicycle and pedestrian facilities.	3.02
Fresno, City of	FRE020134	20300000228	Pedestrian Facilities	In Fresno - Lump-Sum Pedestrian Facilities to Include Sidewalks and Signal Upgrades for Pedestrians. Consistent with 40 CFR part 93.126, 127, 128,exempt tables 2&3.	498	Bicycle and pedestrian facilities.	3.02
Fresno, City of	FRE020617	20300000249	A/C Overlays or Cold Recycle Overlays	In Fresno - Lump-Sum A/C Overlays or Cold Recycle Overlays on Various Eligible Routes (No Additonal Travel Lanes). Consistent with 40 CFR part 93.126, 127, 128, exempt tables 2&3.	4,750	Pavement resurfacing and/or rehabilitation.	1.10
Fresno, City of	FRE020620	20300000252	Sound Walls	In Fresno - Lump-Sum Sound Walls. Use for City Match To Caltrans Projects On Freeways for Noise Attenuation. Consistent with 40 CFR part 93.126, 127, 128, exempt tables 2&3.	1,017	Noise attenuation.	4.06
Fresno, City of	FRE020621	20300000253	Landscaping In Median Islands	In Fresno - Lump-Sum Landscaping and Plantings In Median Islands, On Trails, and Streetscapes. Consistent with 40 CFR part 93.126, 127, 128, exempt tables 2&3.	510	Plantings, landscaping, etc.	4.09
Fresno, City of	FRE040109	20300000315	North at Cedar traffic signal	Replace existing 4-way stop control at intersection of North and Cedar with fully activated traffic signal. 4 legs of intersection will be modified.	998	Intersection signalization projects at individual intersections.	5.02

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Fresno, City of	FRE070107	20300000389	Shaw Avenue Synchronization	Traffic synchronization and signal coordination along Shaw Ave. from Highway 99 to Highway 41. Install ITS conduits, fiber, communication cabinets and 2070L traffic signal controllers.	4,200	Traffic signal synchronization projects.	5.07
Fresno, City of	FRE070109	20300000391	Sugar Pine Trail	Completion of the Sugar Pine Trail from Chestnut to Copper, a Class I bikeway and pedestrian trail.	744	Bicycle and pedestrian facilities.	3.02
Fresno, City of	FRE070608	20300000411	Cold Pavement Recycling-Clovis Ave.	Cold pavement recycling of Clovis Avenue between McKinley Ave. to Shields Ave.	1,254	Pavement resurfacing and/or rehabilitation.	1.10
Fresno, City of	FRE071804	20300000466	Sugar Pine Trail	Sugar Pine Trail Improvements, Between Nees & Chestnut Aves.	186	Transportation enhancement activities (excepting rehabilitation and operation of historic transportation buildings, structures, or facilities)	4.12
Fresno, City of	FRE071805	20300000459	Clovis Ave. Median	Median Island Landscaping, Clovis Ave. Between Kings Canyon and McKinley Aves.	486	Transportation enhancement activities (excepting rehabilitation and operation of historic transportation buildings, structures, or facilities)	4.12
Fresno, City of	FRE071806	20300000460	Shields Ave. Median	Median Island Enhancement, Shields Ave. Between Palm Ave. and BNSF Railroad.	165	Transportation enhancement activities (excepting rehabilitation and operation of historic transportation buildings, structures, or facilities)	4.12
Fresno, City of	FRE071807	20300000461	Ventura Ave. Median	Install and landscape median island, Ventura Ave. between Broadway and SR99.	104	Transportation enhancement activities (excepting rehabilitation and operation of historic transportation buildings, structures, or facilities)	4.12
Fresno, City of	FRE071813	20300000458	2nd Floor Santa Fe Depot	Rehabilitate 2nd Floor of Historic Santa Fe Depot, Santa Fe Ave. and Tulare St.	1,486	Transportation enhancement activities (excepting rehabilitation and operation of historic transportation buildings, structures, or facilities)	4.12
Fresno, City of	FRE090106	20300000516	ITS Clovis Ave.- Dakota to American	ITS installation & signal coordination for Clovis Ave. from Dakota to American. Install fiber, cabinets, vaults, cameras, radar, 2070L controllers.	1,000	Traffic signal synchronization projects.	5.07
Fresno, City of	FRE090107	20300000517	ITS Fresno St. - Herndon to Olive	ITS installation & signal coordination for Fresno Street from Herndon to Olive. Install wireless communications and new controllers.	220	Traffic signal synchronization projects.	5.07
Fresno, City of	FRE090108	20300000518	Shields Ave. Bicycle Lane Improvements	Bicycle lanes to fill in missing bikeway gaps and connect to existing facilities on Shields Ave. from West Ave. to Maple Ave. fro 4 miles of bikeway improvements.	442	Bicycle and pedestrian facilities.	3.02
Fresno, City of	FRE090109	20300000519	ITS Willow Ave. - Ashlan to International	ITS installation & signal coordination for Willow Ave. from Ashlan to International. Install conduit, fiber, cabinets, poles, cameras, radars, 2070L controllers.	1,400	Traffic signal synchronization projects.	5.07
Fresno, City of	FRE090110	20300000520	Park and Ride Lot Construction Near SR 99	Park and Ride Lot construction to accommodate 58 stalls for long distance commuter vanpools and carpools near SR 99	334	Continuation of ride-sharing and van-pooling promotion activities at current levels	3.01
Fresno, City of	FRE090131	20300000540	Clovis/Kings Canyon Turn Lane	At intersection of Clovis and Kings Canyon, construct westbound right turn lane.	316	Intersection channelization projects.	5.01
Fresno, City of	FRE090132	20300000541	Nees at Cedar Traffic Signal	Install dual left turn lanes for eastbound Nees Avenue at Cedar Avenue to improve traffic flow.	125	Intersection channelization projects.	5.01
Fresno, City of	FRE090133	20300000542	ITS Clovis & Shaw TLSP	ITS installation & signal coordination for Clovis Ave.: Dakota to Jensen and for Shaw Ave: 41 to 168	1,386	Traffic signal synchronization projects.	5.07
Fresno, City of	FRE090134	20300000543	Cedar Ave. Bike Lance Improvements	Bicycle lanes to fill in missing bikeway gaps and connect to exisitng facilities on Cedar Ave. from Floradora to Los Altos Ave. for 4.5 miles of bikeway improvements.	468	Bicycle and pedestrian facilities.	3.02
Fresno, City of	FRE090136	20300000545	Lump Sum Sidewalks	Lump Sum Sidewalks for various locations within the City of Fresno.	500	Bicycle and pedestrian facilities.	3.02
Fresno, City of	FRE090137	20300000550	ITS Lump Sum Projects	ITS on Blackstone Ave. from Herndon Ave. to Nees, and on Friant Road from Nees to Copper Ave.	2,213	Traffic signal synchronization projects.	5.07
Fresno, City of	FRE090604	20300000553	Streetscape Beautification Olive Ave.	Streetscape Beautification project on Olive Avenue between Palm Avenue and Van Ness Avenue.	200	Plantings, landscaping, etc.	4.09
Fresno, City of	FRE090606	20300000494	Clovis Ave at McKinley Ave Dual Left Turn Lanes	Construct dual left turn lanes for northbound Colvis Avenues at McKinley Avenue.	489	Intersection channelization projects.	5.01
Fresno, City of	FRE090607	20300000495	Broadway Streetscape Improvements	Streetscape Beautification project on Broadway between Divisadero and Tuolumne, including diagonal parking, pedestrian improvements and landscaping.	565	Traffic control devices and operating assistance other then signalization projects.	1.07

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Fresno, City of	FRE090608	20300000496	McKinley Avenue Traffic Signals	Installation of a traffic signal at the intersections of McKinley/Huges and McKinley/Marks.	1,242	Intersection signalization projects at individual intersections.	5.02
Fresno, City of	FRE090609	20300000497	Audubon Roundabouts	Construct Roundabouts at the intersections of Audubon/Del Mar and Audubon/Lexington.	246	Traffic control devices and operating assistance other than signalization projects.	1.07
Fresno, City of	FRE090610	20300000498	Divisadero Traffic Flow Improvements	Traffic flow improvements at Divisadero and SR 41, including new median island and traffic signal modifications.	246	Intersection signalization projects at individual intersections.	5.02
Fresno, City of	FRE090611	20300000499	Lump Sum Overlays	Lump Sum AC Overlays on various elgible routes.	8,085	Pavement resurfacing and/or rehabilitation.	1.10
Fresno, City of	FRE090612	20300000500	Official Plan Lines	Surveying, development of roadway geometrics and preliminary engineering, plus a CEQA process for adoption of the OPL for various roadways within the City of Fresno.	339	Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action.	4.05
Fresno, City of	FRE092401	20300000547	Traffic Synchronization-Shaw	Shaw from Highway 41 to Highway 168; Traffic Synchronization.	2,100	Traffic signal synchronization projects.	5.07
Fresno, City of	FRE092402	20300000548	Traffic Synchronization-Clovis	Clovis from Dakota to Kings Canyon; Traffic Synchronization.	2,100	Traffic signal synchronization projects.	5.07
Huron, City of	FRE020135	20300000022	Lassen Avenue Traffic Signals	In Huron - Install Traffic Signals on Lassen Avenue at 4th and 9th Streets.	451	Intersection signalization projects at individual intersections.	5.02
Huron, City of	FRE020136	20300000210	Traffic Flow Improvements/Park & Ride Lot	In Huron - On Central Avenue Between Huron and 9th Streets - Provide Traffic Flow Improvements and Expand Park and Ride Lot	129	Intersection channalization projects.	5.01
Huron, City of	FRE020624	20300000234	Median Islands and Landscaping	In Huron - Lump-Sum Construction of Median Islands and Landscaping on Eligible Routes. Consistent with 40 CFR part 93.126, 127, 128, exempt tables 2&3.	240	Adding medians.	1.16
Kerman, City of	FRE070610	20300000412	Kearney Blvd- Median Islands	On W. Kearney Blvd. from 3rd St. to Del Norte Ave. Install median islands with landscaping, grind, and regrade existing pavement and install 3" AC pavement.	392	Adding medians.	1.16
Kerman, City of	FRE090124	20300000211	CNG Filling Station	Construct CNG filling station at City Corporate Yard.	362	Purchase of support vehicles.	2.02
Kerman, City of	FRE090613	20300000510	Stanislaus Avenue Reconstruction	Replace rough pavement on Stanislaus Ave. from Madera Ave. to Merlot Ave.	308	Pavement resurfacing and/or rehabilitation.	1.10
Kings Canyon Unified School District	FRE070112	20300000394	CNG School Buses-Kings Canyon	Lease to purchase and/ or purchase of 9 CNG school buses to replace existing fleet.	2,933	Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet.	2.10
Kingsburg, City of	FRE041817	10300000222	18th Avenue Landscape Enhancements	In the City of Kingsburg, on 18th Avenue, from Kamm Ave to Solig Avenue. Construct median island with landscaping and irrigation.	153	Transportation enhancement activities (excepting rehabilitation and operation of historic transportation buildings, structures, or facilities)	4.12
Kingsburg, City of	FRE070110	20300000392	Class I Bicycle Path-Golden State Blvd.	Construct Class I bike path along Golden State Boulevard from Mountain View Ave to Bethel Ave.	360	Bicycle and pedestrian facilities.	3.02
Kingsburg, City of	FRE070113	20300000395	Sierra Street Pedestrian Facilities	Construct pedestrian facilities along Sierra Street at the UPRR track crossing near Simpson Street. Improvements include sidewalks, curb ramps and track platform improvements.	110	Bicycle and pedestrian facilities.	3.02
Kingsburg, City of	FRE070114	20300000396	Madsen Avenue Bicycle and Pedestrian Path	Construct Class I bicycle and pedestrian pathway elong Madsen Avenue between the eastern edge of shoulder and the Cole Slough.	236	Bicycle and pedestrian facilities.	3.02
Kingsburg, City of	FRE070115	20300000397	Class II Bicycle Lanes-Lewis Street	Construct Class II bicycle pathway along Lewis Street between Simpson Street and 18th Avenue.	304	Bicycle and pedestrian facilities.	3.02
Kingsburg, City of	FRE070611	20300000413	18th Ave. Pavement Reconstruction	On 18th Ave. from Stroud Ave. to Tulare St. Pavement reconstruction and drainage improvements.	346	Pavement resurfacing and/or rehabilitation.	1.10
Kingsburg, City of	FRE071808	20300000482	Sierra Street Median	Install and landscape median island, Sierra Street between Bethel Ave. and SR99	420	Transportation enhancement activities (excepting rehabilitation and operation of historic transportation buildings, structures, or facilities)	4.12
Kingsburg, City of	FRE090114	20300000524	Sierra Street Transit Stop	Construct transit stop facilities along Sierra Street east of Rafer Johnson Drive.	109	Reconstruction or renovation of transit buildings and structuras.	2.08
Kingsburg, City of	FRE090125	20300000534	14th Ave. Bikelanes	Construct bikelanes along 14th Avenue from Sierra to Stroud Ave.	154	Bicycle and pedestrian facilities.	3.02
Kingsburg, City of	FRE090614	20300000501	Sierra Street Reconstruction	Reconstruction of Sierra Street from Rafer Johnson Drive to SR 99.	250	Pavement resurfacing and/or rehabilitation.	1.10

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Mendota, City of	FRE020141	20300000027	2nd/5th Streets Railroad Track Crossing	In Mendota - Construct At-Grade Pedestrian/Bike Crossing Across 2nd and 5th Streets Over Railroad Tracks.	446	Bicycle and pedestrian facilities.	3.02
Mendota, City of	FRE070116	20300000398	Alley Paving	Peve three unimproved alleys bounded by 7th Street and 8th Street.	182	Pavement resurfacing and/or rehabilitation.	1.10
Mendota, City of	FRE070612	20300000414	9th Street Reconsturction	On 9th Street from Oller St. to Marie St. Reconstruction and resurfacing of existing road.	315	Pavement resurfacing and/or rehabilitation.	1.10
Mendota, City of	FRE071809	20300000463	Derrick/7th St. Improvements	Beautification/Reconstruction of Derrick Ave. (SR33) 7th St. Intersection.	282	Transportation enhancement activities (excepting rehabilitation and operation of historic transportation buildings, structures, or facilities)	4.12
Orange Cove, City of	FRE040114	20300000320	Rails to Trails	Rails to Trails project. One and one half mile bike and pedestrian trail along abandoned BNSF rail line at e diagonal between Hills Valley Rd and Adams Ave.	1,021	Bicycle and pedestrian facilities.	3.02
Orange Cove, City of	FRE070613	20300000415	South Ave. Reconstruction	South Ave. from Anchor Ave. to Monson Ave. Reconstruction to standard and widen shoulder.	977	Pavement resurfacing and/or rehabilitation.	1.10
Orange Cove, City of	FRE090126	20300000535	Install Sidewalks on Fourth and Fifth St.	Install sidewalks on Fourth and Fifth Streets from South Avenue to Railroad Avenue.	145	Bicycle and pedestrian facilities.	3.02
Orange Cove, City of	FRE090615	20300000502	East Railroad Avenue Reconstruction	Reconstruct East Railroad Avenue from Hills Valley Road to Fourth Street.	237	Pavement resurfacing and/or rehabilitation.	1.10
Parlier Unified School District	FRE090122	20300000532	Parlier Unified Bus Purchase	Replacement of 2 gross polluting school buses with cleaner Diesel Buses.	340	Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet.	2.10
Reedley, City of	FRE020633	20300000091	Roundabout at Dinuba and Buttonwillow	Intersection of Dinuba and Buttonwillow Construct a modern roundabout, widen and improve intersection approaches.	581	Intersection signalization projects at individual intersections.	5.02
Reedley, City of	FRE040115	20300000321	Manning Ave sidewalks	Install sidewalks and ramps on both sides of Manning Ave. between Frankwood and Buttonwillow Ave.	690	Bicycle and pedestrian facilities.	3.02
Reedley, City of	FRE040609	20300000340	Frankwood Reconstruct & Overlay	Frankwood Ave. from 900 ft north of Parlier to Manning. Reconstruct & overlay, remove & replace curb, gutter & sidewalks, ROW acquisition.	940	Bicycle and pedestrian facilities.	3.02
Reedley, City of	FRE070614	20300000416	N. Frankwood Ave. Realignment	N. Frankwood Ave. between Manning Ave. to the north and North Ave. to the south. Realignment and reconstruction. Move east curb line back to its proper alignment matching the existing curb return	855	Pavement resurfacing and/or rehabilitation.	1.10
Reedley, City of	FRE090115	20300000525	Clean Air Alternative Fueling Center	Construction of a clean air alternative fueling center for compressed natural gas (CNG), ultra Low Sulfer Diesel, bio-diesel and E-85 ethanol fuel to be located in the Regional Transportation Center.	1,195	Construction of new bus or rail storage/maintenance facilities categorically excluded in 23 CFR 771.	2.11
Reedley, City of	FRE090116	20300000526	CNG Fueled Garbage Trucks	Purchase 3 CNG Garbage Trucks to replace existing fleet.	526	Specific activities which do not involve or lead directly to construction.	4.01
Reedley, City of	FRE090616	20300000503	Frankwood Reconstruction, Medians & Lighting	Consturct medians on North Frankwood Ave. from Manning Ave. to north city limits replacing the center dual turn lane & installing street lights & in-pavement x-wall at elementry school.	564	Adding medians.	1.16
San Joaquin, City of	FRE040116	20300000322	Lump Sum Traffic Flow Improvements	Lump sum traffic flow improvements.	97	Intersection channelization projects.	5.01
San Joaquin, City of	FRE070616	20300000418	Main Street Asphalt Replacement	Main Street from Arizona Ave. to Placer Ave. Remove and replace existing asphalt paving.	397	Pavement resurfacing and/or rehabilitation.	1.10
San Joaquin, City of	FRE090126	20300000537	Sidewalks on Main St.	Install concrete sidewalk at various locations where there is none along Colorado Avenue and Main St.	53	Bicycle and pedestrian facilities.	3.02
Sanger, City of	FRE020150	20300000218	Traffic Flow Improvements	In Sanger - Lump-Sum Traffic Flow Improvements at Various Major Intersections. Consistent with 40 CFR part 93.126, 127, 126, exempt tables 2&3.	386	Intersection channelization projects.	5.01
Sanger, City of	FRE040611	20300000342	North Ave. Reconstruction	City of Sanger/ County of Fresno Joint Project. North Ave. from Academy to Bethel Ave. Reconstruct existing two-lane road.	772	Pavement resurfacing and/or rehabilitation.	1.10
Sanger, City of	FRE090117	20300000527	Purchase 1 CNG Vehicle	Purchase 1 CNG vehicle.	73	Purchase of support vehicles.	2.02
Sanger, City of	FRE090127	20300000536	Construct CNG Filling Station	Construct CNG filling station at City Corporation Yard.	341	Purchase of support vehicles.	2.02

AGENCY	MPO ID	Ctips ID	Title	Proj Description	Tot Proj Cost	Exemption Description	Exemption Code
Sanger, City of	FRE090617	20300000504	Fifth Street Reconstruction	Reconstruct Fifth Street from Greenwood Ave. to Academy Ave.	564	Pavement resurfacing and/or rehabilitation.	1.10
Selma, City of	FRE020645	20300000246	A/C Overlay On Floral Avenue	In Selma - Reconstruct Floral Ave./ Selma Branch Canal Crossing. 6 ft. block wall, wheelchair ramps, in-pavement crosswalk lights, split-rail fencing, warning signs.	131	Pavement resurfacing and/or rehabilitation.	1.10
Selma, City of	FRE041819	10300000229	Selma Branch Canal Bike Path	In Selma, along the Consolidated Irrigation District's Selma Branch Canal from Floral Avenue to Lincoln Middle School. Construct class I bicycle path.	752	Transportation enhancement activities (excepting rehabilitation and operation of historic transportation buildings, structures, or facilities)	4.12
Selma, City of	FRE070618	20300000420	Floral Ave. Reconstruction	Floral Ave. between McCall Ave and Dockery Ave. Cold plane pavement, overlay, construct/reconstruct handicapped access ramps and place in-pavement crosswalk with advance warning lights.	851	Pavement resurfacing and/or rehabilitation.	1.10
Selma, City of	FRE070619	20300000421	Wright St. Reconstruction	Wright St between Arrants St. and Dinuba Ave. Cold plane pavement, overlay, construct/reconstruct handicapped access ramps and place in-pavement crosswalk with advance	1,368	Pavement resurfacing and/or rehabilitation.	1.10
Selma, City of	FRE071810	20300000464	North and Third Bike Path	Class I Bikeway and two Rest areas, between North and Third Streets.	284	Transportation enhancement activities (excepting rehabilitation and operation of historic transportation buildings, structures, or facilities)	4.12
Selma, City of	FRE071811	20300000465	Selma Branch Canal Class I Bikeway	Class I Bikeway, Selma Branch Canal between Floral Ave. and Stillman Street.	766	Transportation enhancement activities (excepting rehabilitation and operation of historic transportation buildings, structures, or facilities)	4.12
Selma, City of	FRE090129	20300000538	Purchase Electric Vehicles	Purchase 6 GEM electric vehicles and 2 Columbia Electric Vehicles to replace existing city fleet vehicles.	138	Purchase of support vehicles.	2.02
Selma, City of	FRE090620	20300000508	Whitson &Thompson Ave. Intersection	Whitson Ave. and Thompson Ave. intersection. Provide left and right turn channelization and phasing for existing signal. Connect existing signal to interconnect system.	452	Intersection channelization projects.	5.01
SouthWest Transportation Agency	FRE070118	20300000400	CNG School Buses	Lease to purchase and/ or purchase- 10 CNG school buses to replace 10 diesel school buses.	3,058	Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet.	2.10
SouthWest Transportation Agency	FRE070119	20300000401	PM-10 Efficient Street Sweeper	Purchasing a Rule 1186-certified CNG Street Sweeper to replace diesel sweeper.	150	Specific activities which do not involve or lead directly to construction.	4.01
Various Agencies	FRE040201	20300000380	High Priority Projects Program	Advance Construction Conversion lump sum project for earmarked federal funds reimbursement	3,608	Hazard Elimination Program	1.02
Various Agencies	FRE040402	20300000481	High Risk Rural Road Lump Sum	High Risk Rural Road Program lump sum. Codified as section 148 of title 23, United States Code (23 U.S.C. 148).	559	Safety Improvement Program.	1.06
Various Agencies	FRE071901	20300000480	Safe Routes to School Program	Safe Routes to School lump sum listing of projects.	2,313	Safety Improvement Program.	1.06
Various Agencies	FRE072101	20300000482	Lump Sum-Recreational Trails	Lump Sum-Recreational Trails. Funds to the State to develop and maintain recreational trails and trail-related facilities for motorized recreational trail uses.	1,800	Specific activities which do not involve or lead directly to construction.	4.01
Various Agencies	FRE072202	20300000484	2007 JARC Funding	Costs associated with the competitively selected projects derived from the Coordinated Human Services Transportation Plan in Fresno County.	1,011	Operating assistance to transit agencies.	2.01
Various Agencies	FRE072302	20300000486	2007 FTA New Freedom Funding	Costs associated with the competitively selected projects derived from the Coordinated Human Services Transportation Plan for Fresno County.	365	Operating assistance to transit agencies.	2.01

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Regionally Significant Project Listing

Jurisdiction/Agency	TIP/RTP	CTIPs Project ID	Description			Estimated Cost	Conformity Analysis Year (project open to traffic)						
	Project ID		Type of Improvement	Facility Name/Route	Project Limits		2010	2011	2014	2017	2020	2023	2030
Kingsburg	1062		2 lanes to 4 lanes	18th	Mountain View to Stroud	$1,875,000.00							X
County of Fresno	510	20300000574	Reconstruct 2 lane facility	Academy	Manning to Mountain View	$4,929,000.00	X	X	X	X	X	X	X
County of Fresno	519		2 LU to 4 LD	Academy	Manning to North	$19,300,000.00	X	X	X	X	X	X	X
Sanger	1046	20300000419	Overlay/Reconstruct 4 LU to 4 L w/2WLTL	Academy	11th to North	$3,500,000.00				X	X	X	X
County of Fresno	520		Reconstruct 2 Lane roadway	American	SR 99 to Temperance	$5,000,000.00	X	X	X	X	X	X	X
City of Fresno	195	20300000566	2 LD to 4 LD	Ashlan	Cornelia to Blythe	$800,000.00	X	X	X	X	X	X	X
Clovis	305		2 LU to 4 LD	Ashlan	Dewolf to Leonard	$3,172,000.00				X	X	X	X
Clovis	303		2 LU to 4 LD	Ashlan	Leonard to Highland	$3,375,000.00				X	X	X	X
Clovis	304		2LU to 4LD	Ashlan	Highland to Thompson	$3,495,000.00					X	X	X
City of Fresno	196		2 LU to 4 LD	Ashlan	Polk to Cornelia						X	X	X
City of Fresno	940		Unconstructed to 4 LD	Ashlan	Garfield to Grantland	$1,000,000.00					X	X	X
City of Fresno	106		2LD to 4 LD	Ashlan	Bryan to Polk	$1,350,000.00					X	X	X
Clovis	306		2LU to 4LD	Ashlan	Thompson to McCall	$3,457,000.00					X	X	X
City of Fresno	108		2 L to 4 LD	Ashlan	Grantland to Bryan	$650,000.00							X
Caltrans	208		Interchange Improvements	Ashlan	Grade separation @ UPRR & SR 99 Interchange	$7,600,000.00							X
City of Fresno	153		2 LU to 4 LD	Brawley	Palo Alto to Herndon	$300,000.00	X	X	X	X	X	X	X
City of Fresno	212		2 LU to 4 LD	Brawley	S of Shaw to Ashlan	$1,000,000.00				X	X	X	X
City of Fresno	198		Widen to 6 L	Cedar	Belmont to SR 180	$5,000,000.00							X
City of Fresno	229		4 LD to 6 LD	Cedar	Grant to Belmont	$1,000,000.00							X
Clovis	410		2 L to 4 LD	Clovis	Nees to Teague	$3,226,000.00			X	X	X	X	X
Clovis	293		Construct new 6 L divided arterial	Clovis	Copper to Shepherd	$14,922,000.00					X	X	X
City of Fresno	217		2 LU to 6 LD	Copper	Friant to Cedar	$5,000,000.00			X	X	X	X	X
City of Fresno	1045		2 LU to 4 LD	Copper	Cedar to Willow	$3,500,000.00					X	X	X
Clovis	286		2 LU to 4 LDU	Copper	Willow to Clovis	$6,704,000.00							X
City of Fresno	1048		4 LD to 6 LD	Copper	Cedar to Willow	$1,500,000.00							X
Clovis	309		Unconstructed to 6 LD	Copper-Clovis Couplet	Construct Beltway Interchange at Clovis and Shepherd	$10,000,000.00							X
City of Fresno	921		Additional SB off lane and dual lefts on Divisadero at NB on ramp	Divisadero	SR 41 on/off ramps	$2,000,000.00					X	X	X
City of Fresno	964		2 LU to 4 LD	Elm	Central to North	$1,000,000.00					X	X	X
City of Fresno	920		6 LD to 8 LD	Friant	SR 41 to Audubon	$3,000,000.00							X
City of Fresno	248		4 LD to 6 LD	Friant	Shepherd to Copper	$18,000,000.00							X
City of Fresno	234		2 LU to 6 LD	Grantland	Shields to Ashlan	$4,000,000.00					X	X	X
City of Fresno	976		2LD to 4 LD	Grantland	Belmont to Shields	$1,000,000.00					X	X	X
City of Fresno	974		2 LU to 4 LD	Grantland	Shaw to Parkway	$1,800,000.00							X
City of Fresno	975		2 LU to 4 LU	Grantland	Shaw to Veterans	$600,000.00							X
City of Fresno	1037		New 6 LD Superarterial	Grantland/Veteran's Blvd	Ashlan to Gettysburg	$1,500,000.00				X	X	X	X
Clovis	288	20300000556	4 LD to 6 LD	Herndon	Clovis to Sunnyside	$1,000,000.00	X	X	X	X	X	X	X
City of Fresno	1031	20300000369	4 LD to 6 LD	Herndon	Marks to Valentine	$1,900,000.00	X	X	X	X	X	X	X
City of Fresno	1032	20300000370	2 LU to 4 LD	Herndon	SR 99 to Weber	$3,200,000.00	X	X	X	X	X	X	X
Clovis	1069	20300000557	4 LD to 6 LD	Herndon	Sunnyside to Fowler	$587,400.00		X	X	X	X	X	X
Clovis	1070	20300000558	4 LD to 6 LD	Herndon	Fowler to Tollhouse	$586,600.00			X	X	X	X	X
City of Fresno	200	20300000568	Add new WB auxiliary lane for SB on-ramp	Herndon	SR 41 to Fresno	$1,500,000.00				X	X	X	X
City of Fresno	1033		4 Ld to 6 LD	Herndon	Valentine to Milburn	$5,000,000.00				X	X	X	X
City of Fresno	1035		4 LD to 6 LD	Herndon	Polk to Weber	$2,000,000.00				X	X	X	X
City of Fresno	1036		4 LD to 6 LD	Herndon	Milburn to Polk	$3,500,000.00							X
City of Fresno	115		2 LU to 4 LD	Hughes	Neilsen to McKinley	$3,000,000.00				X	X	X	X
City of Fresno	1023		2 LU to 4 LU	Hughes	Church to Whites Bridge	$1,500,000.00					X	X	X
City of Fresno	260		2 LU to 4 LD	Jensen	Fruit to Martin Luther King Blvd	$1,500,000.00				X	X	X	X
City of Fresno	237		4 LD to 6 LD	Jensen	Cherry to Clovis	$25,000,000.00					X	X	X
City of Fresno	118		2 LU to 4 LD	Jensen	Marks to Fruit	$3,000,000.00							X
City of Fresno	121		4 LD to 6 LD	Jensen	Clovis to McCall	$4,000,000.00							X
City of Fresno	194		2 LU to 4 LD	Kings Canyon	Fowler to Temperance	$1,000,000.00				X	X	X	X
City of Fresno	125		2 LU to 6 LD	Kings Canyon	Chestnut to Fowler	$25,000,000.00							X
County of Fresno	542		2 Lane Reconstruction	Manning	Crawford to Hill	$3,500,000.00		X	X	X	X	X	X
Reedley	675		2 LU to 4 LD	Manning	Reed to Columbia	$3,495,000.00				X	X	X	X
County of Fresno	543		2 LU to 4 LD	Manning	Buttonwillow to Alta	$7,000,000.00							X
City of Fresno	987		2 LU to 3 LU	Marks	Weber to Dakota	$350,000.00				X	X	X	X
City of Fresno	117		2 LU to 4 LD	Marks	Neilsen to McKinley	$2,400,000.00					X	X	X
City of Fresno	142		2 LU to 4 LD	Marks	McKinley to Parkway	$1,900,000.00					X	X	X
City of Fresno	116		2 LU to 4 LD	Marks	Jensen to Whitesbridge	$3,000,000.00					X	X	X
City of Fresno	986		2 LU to 4 LU	Marks	North to Jensen	$1,300,000.00							X
Clovis	338		2 LU to 6 LD	McCall	Griffith to Shaw	$8,539,000.00							X
Clovis	336		2 LU to 6 LD	McCall	Shaw to Bullard	$671,000.00							X
Clovis	337		3 LU to 6 LD	McCall	Bullard to Herndon	$6,710,000.00							X
Clovis	444		2 LU to 6 LD	McCall	Herndon to Shepherd	$13,420,000.00							X
City of Fresno	238		2 LU to 4 LD widen SR 99 bridge	McKinley	Grantland to Golden State	$15,000,000.00							X
City of Fresno	112		2LD to 4 LD	Motel Dr.	Herndon to Ashlan	$5,100,000.00					X	X	X
County of Fresno	553	2030000557	2 LU to 4 LD	Mountain View	Bethel to e/o Smith (Tulare County Line)	$8,000,000.00				X	X	X	X

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Jurisdiction/Agency	TIP/RTP	CTIPs Project ID	Description			Estimated Cost	Conformity Analysis Year (project open to traffic)						
	Project ID		Type of Improvement	Facility Name/Route	Project Limits		2010	2011	2014	2017	2020	2023	2030
City of Fresno	239		2 LU to 4 LU	North	Cedar to Chestnut	$1,500,000.00					X	X	X
City of Fresno	994		2 LU to 4 LD	North	Walnut to Hwy 41	$2,500,000.00					X	X	X
City of Fresno	261		2 LU to 4 LD, Improve SR 99 interchange	North	Orange to Cedar	$12,500,000.00							X
City of Fresno	192		2 LU to 4 LD	Peach	Butler to Belmont	$10,000,000.00				X	X	X	X
City of Fresno	193		2 LU to 4 LD	Peach	Jensen to Butler	$1,500,000.00					X	X	X
City of Fresno	1002		2 Ld to 4 LD	Peach	North to Jensen	$700,000.00							X
City of Fresno	131		2 LU to 4 LD	Polk	Gettysburg to Shaw	$5,000,000.00				X	X	X	X
City of Fresno	913		Unconstructed to 4 LD	Polk	Olive to Belmont	$1,000,000.00				X	X	X	X
City of Fresno	1001		2 LD to 4 LD	Polk	Olive to McKinley	$500,000.00				X	X	X	X
City of Fresno	161		2 LU to 4 LD	Polk	Shields to Gettysburg	$1,500,000.00							X
City of Fresno	220		2 LU to 4 LD	Polk	McKinley to Shields	$1,000,000.00							X
Reedley	676	20300000417	2 LU to 4 LD	Reed	I Street to South Ave	$5,000,000.00	X	X	X	X	X	X	X
Reedley	677		2 LU to 4 LD	Reed	Olson to 11th St	$3,500,000.00			X	X	X	X	X
Clovis	392	20300000559	4 LD to 6 LD	Shaw	Clovis to Temperance	$311,000.00			X	X	X	X	X
Clovis	908		2 LU to 6 LD	Shaw	Locan to Dewolf	$3,605,000.00			X	X	X	X	X
Clovis	931		2 LU 6 LD	Shaw	DeWolf to Highland	$8,195,000.00					X	X	X
Clovis	354		2 LU to 6 LD	Shaw	Highland to McCall	$8,195,000.00							X
City of Fresno	243		2 LU to 6 LD	Shaw	Veterans Blvd to Golden State	$4,000,000.00							X
City of Fresno	265		2 LU to 4 LD	Shaw	Garfield to Grantland Diagonal	$1,000,000.00							X
City of Fresno	132		2 LU to 4 LD	Shepherd	Cedar to Maple	$500,000.00					X	X	X
Clovis	359	20300000560	2 LU to 3 LD	Shepherd	Willow to 1/2 Mile east	$1,623,000.00			X	X	X	X	X
Clovis	909		2 LU 3 LD	Shepherd	Clovis to Fowler	$5,412,000.00				X	X	X	X
Clovis	393		3 LU to 4 LD	Shepherd	Willow to Clovis	$7,980,000.00				X	X	X	X
City of Fresno	166		2 LU to 4 LD	Shepherd	Chestnut to Willow	$500,000.00					X	X	X
Clovis	358		2 LU to 4 LD	Shepherd	Tollhouse to Del Rey	$12,000,000.00					X	X	X
Clovis	910		3 LD to 4 LD	Shepherd	Clovis to Fowler	$5,412,000.00					X	X	X
Clovis	370		3 LD to 4 LD	Shepherd	Temperance to Dewolf	$1,000,000.00					X	X	X
Clovis	356		3 LU to 4 LD	Shepherd	Armstrong to Temperance	$1,000,000.00							X
Clovis	911		3 LD to 4 LD	Shepherd	Fowler to Armstrong	$1,000,000.00							X
City of Fresno	113		2 LU to 4 LD	Shields	Cornelia to Parkway	$3,000,000.00			X	X	X	X	X
City of Fresno	100	20300000570	2 L to 4 L	Shields	Fowler to Armstrong	$1,500,000.00			X	X	X	X	X
City of Fresno	147		2 LU to 4 LD	Shields	Sunnyside to Fowler	$1,000,000.00				X	X	X	X
City of Fresno	247		2 LU to 4 LD	Shields	Grantland to Cornelia	$2,500,000.00							X
Caltrans	10		Construct Braided Ramps	SR 180	SR 41 to SR 168	$63,000,000.00				X	X	X	X
Caltrans	53	10300000176	2 LU to 4 L Expressway on existing alignment	SR 180 E	Temperance to Quality	$73,971,000.00			X	X	X	X	X
Caltrans	38	20300000177	2 LU to 4 L Expressway on 4 L ROW	SR 180 E	Quality to Trimmer Springs	$66,900,000.00				X	X	X	X
Caltrans	54	10300000178	2 LU to 4 L Expressway on 4 L ROW	SR 180 E	Trimmer Springs to Frankwood	$85,960,000.00				X	X	X	X
Caltrans	56		2 LU to 2 L Expressway on new alignment	SR 180 E	Frankwood to Cove	$15,000,000.00							X
Caltrans	1056		Passing Lanes	SR 180 W	James to Yuba	$10,621,000.00				X	X	X	X
Caltrans	1067		2 lane on new E-W alignment	SR 180 W	I-5 to junction SR 33/SR180	$223,000,000.00							X
Caltrans	1019		Widen bridge to 4 lanes	SR 198	Interchange at I-5	$15,085,000.00					X	X	X
Caltrans	107	20300000439	Construct NB auxiliary lane	SR 41	Bullard to Herndon	$5,143,000.00	X	X	X	X	X	X	X
Caltrans	1051	10300000249	Widen on Ramps at both interchanges	SR 41	McKinley to Shields	$8,200,000.00	X	X	X	X	X	X	X
Caltrans	49	10300000174	2 L Expressway to 4 L Expressway	SR 41	Kings County line to Elkhorn	$40,131,000.00			X	X	X	X	X
Caltrans	1015	10300000194	Add 1 SB Auxiliary Lane	SR 41	El Paso to Friant	$13,970,000.00			X	X	X	X	X
Caltrans	1013		Add 1 NB Auxiliary Lane	SR 41	Ashlan to Shaw	$7,000,000.00							X
Caltrans	1072		Add NB Aux Lanes	SR 41	"O" Street to Shields	$19,500,000.00							X
Caltrans	39	10300000262	Widen from 4 L Freeway to 6 L Freeway	SR 99	Ashlan to 0.2 mile North of Grantland OC	$38,350,000.00			X	X	X	X	X
Caltrans	55	20300000444	4 L Freeway to 6 L Freeway & Widen Bridge to 6 L	SR 99	Tulare County Line to SR 201	$31,800,000.00			X	X	X	X	X
Caltrans	40	20300000575	Widen 4 lane to 6 lane Freeway	SR 99	0.2 mile S/O Grantland to Fresno/Madera Co line (Ave 7 in Madera Co.)	$54,650,000.00				X	X	X	X
Caltrans	45		Construct Interchange	SR 99	Interchange at Grantland Diagonal	$32,000,000.00					X	X	X
Caltrans	917		Upgrade Interchange	SR 99	SR 99 and Cedar/North Ave.	$72,500,000.00					X	X	X
Caltrans	1017		Upgrade Interchange	SR 99	Central and Chestnut Interchange	$72,500,000.00							X
Caltrans	1064		Interchange Improvements	SR 99	At American ave interchange	$32,600,000.00							X
Caltrans	46		Improve Interchange	SR 99	Interchange at Shaw	$86,000,000.00							X
Caltrans	1030		Replace bridge structures and widen Floral	SR 99	SR 43/Floral Rd Interchange	$10,000,000.00							X
City of Fresno	268		Update closed bridge structure Closed 6 LD to Open 4 LD	SR99 @ Montery St Bridge	Broadway to Golden State	$1,800,000.00			X	X	X	X	X
Clovis	361		2 LU to 4 LD	Temperance	Alluvial to Nees (Enterprise Canal)	$1,100,000.00	X	X	X	X	X	X	X
Clovis	287	20300000561	2 LUto 4 LD	Temperance	Ashlan to Gettysburg	$500,000.00	X	X	X	X	X	X	X
Clovis	363	20300000563	3 LD to 4 LD	Temperance	Nees to Lexington	$1,093,000.00	X	X	X	X	X	X	X
Clovis	364	20300000564	3 LU to 4 LD	Temperance	Heritage Ln to Shepherd	$899,000.00			X	X	X	X	X
Clovis	362	20300000562	3 LD to 4 LD	Temperance	Enterprise Canal to Nees (Just south of Nees)	$712,000.00			X	X	X	X	X
Clovis	294		2 LU to 4 LD	Temperance	Bullard to Herndon	$4,123,000.00				X	X	X	X
Clovis	272	20300000490	Widen to 2 lanes in each direction	Temperance	Center and outside lane improvements north and south of Sierra.	$603,500.00				X	X	X	X
City of Fresno	250		2 LU to 6 LD	Temperance	Jensen to Belmont	$10,000,000.00							X
City of Fresno	263		2 LU to 6 LD	Temperance	Belmont to Dakota	$8,000,000.00							X
Clovis	282		2 LU to 4 LU	Tollhouse	Third to Herndon	$410,000.00					X	X	X

COFCG
Regionally Significant Project Listing

Jurisdiction/Agency	TIP/RTP	CTIPs Project ID	Description			Estimated Cost	Conformity Analysis Year (project open to traffic)						
	Project ID		Type of Improvement	Facility Name/Route	Project Limits		2010	2011	2014	2017	2020	2023	2030
City of Fresno	267		4 LU to 4 LD	Ventura	SR 99 to SR 41	$19,400,400.00				X	X	X	X
City of Fresno	1040		New 6 Ld Suprarterial	Veteran's Blvd	Bullard-Bryan to Herndon	$2,200,000.00			X	X	X	X	X
City of Fresno	1038		New 6 LD Superartrial	Veteran's Blvd	Gettysburg to Barstow	$3,000,000.00					X	X	X
City of Fresno	1039		New 6 LD Superarterial	Veteran's Blvd	Barstow to Bullard-Bryan	$60,000,000.00					X	X	X
City of Fresno	224		2 LU to 4 LD	Weber	Belmont to Olive	$1,000,000.00							X
City of Fresno	181		2 LU to 4 LD	Weber	Marty to Clinton	$3,000,000.00							X
City of Fresno	f14		2 LU to 4 LD	West	Jensen to Kearney	$3,000,000.00					X	X	X
City of Fresno	1007		2 LU to 4 LU	West	Kearney to Whites Bridge	$900,000.00					X	X	X
City of Fresno	264		2 LU to 4 LD	Whitesbridge	Valentine to Fruit	$3,000,000.00					X	X	X
City of Fresno	1008		2 LU to 4 LD	Whitesbridge	State Rt 180 E/O Brawley to Valentine	$500,000.00					X	X	X
Clovis	99		2 LU to 6 LD Clovis Side Only	Willow	Shepherd to Copper	$6,700,000.00	X	X	X	X	X	X	X
City of Fresno	134		2 LU to 6 LD	Willow	Herndon to Alluvial	$800,000.00			X	X	X	X	X
Clovis	408		2 LU to 6 LD	Willow	Alluvial to 1/4 mile north	$508,000.00			X	X	X	X	X
City of Fresno	369		2 LD to 6 LD	Willow	Nees to Powers	$1,000,000.00			X	X	X	X	X
City of Fresno	124		2 LD to 6 LD	Willow	Shepherd to Copper	$3,000,000.00				X	X	X	X
Clovis	1053		Complete widening to 6 LD where needed and add bike lanes	Willow	Barstow to Copper	$230,000.00					X	X	X

COFCG
Federally-Funded Non-Regionally Significant Project Listing

Jurisdiction/Agency	TIP/RTP Project ID	CTIPs Project ID (if available)	Description		Estimated Cost	Conformity Analysis Year (project open to traffic)						
			Type of Improvement	Facility Name/F Project Limits		2010	2011	2014	2017	2020	2023	2030
NONE												

APPENDIX C

CONFORMITY ANALYSIS DOCUMENTATION

Fresno COG Conformity Analysis

Variable	Source	Fresno COG 2009 Conformity						
		2010	2011	2014	2017	2020	2023	2030
EDP	EMFAC 2007	579,287	591,498	629,704	670,385	713,704	756,106	865,141
EVMT	EMFAC 2007	22,755,912	23,301,236	24,936,316	26,570,020	28,198,100	29,650,982	33,622,856
MVMT	TPA Model	22,650,603	23,690,249	24,917,199	26,590,449	28,184,251	29,843,117	33,517,347
N	Calculated	576,606	601,373	629,221	670,900	713,353	761,005	862,426

<=Enter Modeled Daily VMT Here

<= Read New Vehicle Population Here

N = New Population
EDP = EMFAC Default Population
MVMT = Modeled VMT
EVMT = EMFAC Default VMT

1/6/2009

EMFAC Emissions (tons/day)

FRESNO

Pollutant	Source	Description	2010	2011	2014	2017	2020	2023	2030
Carbon Monoxide	EMFAC 2007 (Winter Run)	CO Total Exhaust (All Vehicles Total)	136.95				70.32		53.11
		Conformity Total	137				70		53
Ozone	EMFAC 2007 (Summer Run)	ROG Total Exhaust (All Vehicles Total)		15.54	12.71	10.88	9.57	8.78	7.60
	District Existing Local Reductions	Indirect Source Mitigation and School Bus Fleet rules		0.00	0.00	0.00	0.00	0.00	0.00
	ARB Existing Local Reductions	Reifash, Idling, and Moyer		0.01	0.01	0.01	0.00	0.01	0.01
	District New/Proposed Local Reductions	Employee Trip Reduction		0.15	0.15	0.15	0.15	0.18	0.16
	ARB New/Proposed State Reductions	Passenger and Truck Measures Included in the Draft State Strategy		0.00	0.00	0.00	0.00	0.00	0.00
		Conformity Total		15.38	12.55	10.72	9.42	8.61	7.43
Ozone	EMFAC 2007 (Summer Run)	NOx Total Exhaust (All Vehicles Total)		51.88	39.81	31.64	25.84	22.19	18.32
	District Existing Local Reductions	Indirect Source Mitigation and School Bus Fleet rules		0.39	0.23	0.36	0.34	0.31	0.31
	ARB Existing Local Reductions	Reifash, Idling, and Moyer		3.59	3.20	2.93	2.74	2.71	2.71
	District New/Proposed Local Reductions	Employee Trip Reduction		0.05	0.06	0.06	0.06	0.06	0.06
	ARB New/Proposed State Reductions	Passenger and Truck Measures Included in the Draft State Strategy		0.00	0.00	0.00	0.00	0.00	0.00
		Conformity Total		47.85	36.32	28.29	22.70	19.11	15.24

Pollutant	Source	Description	2010	2020	2030
PM-10	EMFAC 2007 (Annual Run)	PM-10 Total (All Vehicles Total) * Includes tire & brake wear	2.53	1.89	1.92
	ARB	Existing Reflash, Idling, and Moyer (HDI, PFR, Moyer, AB1493, Reifash)	0.01	0.02	0.02
		Conformity Total	2.52	1.87	1.90
PM-10	EMFAC 2007 (Annual Run)	NOx Total Exhaust (All Vehicles Total)	55.06	25.76	18.21
	ARB	Existing Reflash, Idling, and Moyer (HDI, PFR, Moyer, AB1493, Reifash)	2.40	2.73	2.73
		Conformity Total	52.66	23.03	15.48
PM2.5	EMFAC 2007 (Annual Run)	PM2.5 Total Exhaust (All Vehicles Total) * Includes tire & brake wear	1.97	1.30	1.25
	ARB	Existing Reflash, Idling, and Moyer (HDI, PFR, Moyer, AB1493, Reifash)	0.01	0.02	0.02
		Conformity Total	2.00	1.30	1.20
PM2.5	EMFAC 2007 (Annual Run)	NOx Total Exhaust (All Vehicles Total)	55.06	25.76	18.21
	ARB	Existing Reflash, Idling, and Moyer (HDI, PFR, Moyer, AB1493, Reifash)	2.40	2.73	2.73
		Conformity Total	52.70	23.00	15.50

Paved Road Dust Emissions (tons/day)

FRESNO 2010

			VMT Daily	VMT (million/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)	District Rule 8061/ISR Control Rates	Control-Adjusted Emissions
Enter Freeway VMT ==>		Freeway	7,696,240	2,809	805.928	783.816	2.147	0.075	1.986
Enter Arterial VMT ==>		Arterial	10,376,337	3,787	1563.279	1520.387	4.165	0.282	2.991
Enter Collector VMT ==>		Collector	2,589,596	945	390.144	379.439	1.040	0.407	0.616
		Urban	1,268,618	463	805.428	783.329	2.146	0.324	1.451
Enter Total of Urban and Rural Local VMT Here =>	1,988,430	Rural	719,812	263	1300.904	1265.210	3.466	0.090	3.154
		Totals	22,650,603	8,267	4865.684	4732.181	12.965		10.199

FRESNO 2020

			VMT Daily	VMT (million/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)	District Rule 8061/ISR Control Rates	Control-Adjusted Emissions
Enter Freeway VMT ==>		Freeway	9,457,013	3,452	990.311	963.140	2.639	0.075	2.441
Enter Arterial VMT ==>		Arterial	12,971,693	4,735	1954.291	1900.670	5.207	0.282	3.739
Enter Collector VMT ==>		Collector	3,352,322	1,224	505.055	491.197	1.346	0.407	0.798
		Urban	1,533,256	560	973.443	946.734	2.594	0.324	1.753
Enter Total of Urban and Rural Local VMT Here =>	2,403,223	Rural	869,967	318	1572.277	1529.137	4.189	0.090	3.812
		Totals	28,184,251	10,287	5995.377	5830.878	15.975		12.543

FRESNO 2030

			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	10,905,724	3,981	1142.016	1110.682	3.043	0.075	2.815
Enter Arterial VMT ==>		Arterial	15,558,348	5,679	2343.992	2279.678	6.246	0.282	4.484
Enter Collector VMT ==>		Collector	4,199,496	1,533	632.688	615.329	1.686	0.407	1.000
		Urban	1,820,711	665	1155.944	1124.228	3.080	0.324	2.082
Enter Total of Urban and Rural Local VMT Here =>	2,853,779	Rural	1,033,068	377	1867.047	1815.820	4.975	0.090	4.527
		Totals	33,517,347	12,234	7141.687	6945.736	19.029		14.908

Unpaved Road Dust Emissions (tons/day)

FRESNO 2010

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

FRESNO 2020

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

FRESNO 2030

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

DO NOT CHANGE ANY ITEMS BELOW THIS LINE

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

Road Construction Dust

FRESNO

Description	2010		2020		2030	
	Year	Lane Miles	Year	Lane Miles	Year	Lane Miles
Baseline	2005	5911	2010	6078	2020	6554
Horizon	2010	6,078	2020	6,554	2030	6,871
Difference	5	167.000	10	476.000	10	317.000
Lane Miles per Year		33.400		47.600		31.700
Acres Disturbed		129.552		184.630		122.958
Acre-Months		2,331.927		3,323.345		2,213.236
Emissions (tons/year)		256.512		365.568		243.456
Annual Average Day Emissions (tons)		0.703		1.002		0.667
District Rule 8021 Control Rates		0.290		0.290		0.290
Total Emissions (tons per day)		**0.499**		**0.711**		**0.474**

PM10 Emission Trading Worksheet

FRESNO CONFORMITY ESTIMATES (tons/day)

	2010		2020		2030	
	PM10	NOx	PM10	NOx	PM10	NOx
Total On-Road Exhaust	2.520	52.660	1.870	23.030	1.900	15.480
Paved Road Dust	10.199		12.543		14.908	
Unpaved Road Dust	0.596		0.596		0.596	
Road Construction Dust	0.499		0.711		0.474	
Total	**13.814**	**52.660**	**15.720**	**23.030**	**17.878**	**15.480**

Difference (2005 Budget - 2010)

	PM10	NOx
2005 Budgets	13.5	59.2
2010	13.8	52.7
Difference	**-0.3**	**6.5**
* 1.5 (Adjustment to NOx Budget)	0.5	

Difference (2020 Budget - 2020)

	PM10	NOx
2020 Budgets	16.1	23.2
2020	15.7	23.0
Difference	**0.4**	**0.2**
* 1.5 (Adjustment to NOx Budget)	-0.6	

Difference (2020 Budget - 2030)

	PM10	NOx
2020 Budgets	16.1	23.2
2030	17.9	15.5
Difference	**-1.8**	**7.7**
* 1.5 (Adjustment to NOx Budget)	2.7	

1:1.5 PM10 to NOx Trading

	PM10	NOx
2005 Budget	**13.5**	**59.2**

Adjusted 2005 Budget	**13.8**	**58.8**
2010 Conformity Total	**13.8**	**52.7**
Difference	**0.0**	**6.1**

NOTE: FINAL DIFFERENCE MUST BE POSITIVE

	PM10	NOx
2020 Budget	**16.1**	**23.2**

Adjusted 2020 Budget	**15.7**	**23.8**
2020 Conformity Total	**15.7**	**23.0**
Difference	**0.0**	**0.8**

NOTE: FINAL DIFFERENCE MUST BE POSITIVE

Adjusted 2020 Budget	**17.9**	**20.5**
2030 Conformity Total	**17.9**	**15.5**
Difference	**0.0**	**5.0**

NOTE: FINAL DIFFERENCE MUST BE POSITIVE

2009 Conformity Results Summary – FRESNO

Pollutant	Scenario	Emissions Total		DID YOU PASS?
		CO (tons/day)		CO
Carbon Monoxide	2010 Budget	240		
	2010	137		YES
	2018 Budget	240		
	2018	83.4		YES
	2020	70		YES
	2030	53		YES

		ROG (tons/day)	NOx (tons/day)		ROG	NOx
Ozone	2011 Budget	15.5	47.9			
	2011	15.4	47.9		YES	YES
	2014 Budget	12.9	37.2			
	2014	12.6	36.3		YES	YES
	2017 Budget	11.1	29.1			
	2017	10.7	28.3		YES	YES
	2020	9.4	22.7		YES	YES
	2023	8.6	19.1		YES	YES
	2030	7.4	15.2		YES	YES

		PM-10 (tons/day)	NOx (tons/day)		PM-10	NOx
PM-10	Adjusted 2005 Budget	13.8	58.8			
	2010	13.8	52.7		YES	YES
	Adjusted 2020 Budget	15.7	23.8			
	2020	15.7	23.8		YES	YES
	Adjusted 2030 Budget	17.9	20.5			
	2030	17.9	15.5		YES	YES

		PM2.5 (tons/day)	NOx (tons/day)		PM2.5	NOx
PM2.5 24-Hour Standard	2002 Base Year	2.2	63.4			
	2010	2.0	52.7		YES	YES
	2020	1.3	23.0		YES	YES
	2030	1.2	15.5		YES	YES

		PM2.5 (tons/year)	NOx (tons/year)		PM2.5	NOx
PM2.5 Annual Standard	2002 Base Year	803	23141			
	2010	730	19236		YES	YES
	2020	475	8395		YES	YES
	2030	438	5658		YES	YES

APPENDIX D

PM2.5 CONFORMITY RESULTS SUMMARY FOR EACH MPO IN THE SAN JOAQUIN VALLEY NONATTAINMENT AREA

PM2.5 Conformity Results Summary – Fresno

Pollutant	Scenario	Emissions Total		DID YOU PASS?	
		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
PM2.5 24-Hour Standard	2002 Base Year	2.2	63.4		
	2010	2.0	52.7	YES	YES
	2020	1.3	23.0	YES	YES
	2030	1.2	15.5	YES	YES

		PM2.5 (tons/year)	Nox (tons/year)	PM2.5	NOx
PM2.5 Annual Standard	2002 Base Year	803	23141		
	2010	730	19236	YES	YES
	2020	475	8395	YES	YES
	2030	438	5658	YES	YES

PM2.5 Conformity Results Summary – Kern

Pollutant	Scenario	Emissions Total		DID YOU PASS?	
		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
PM2.5 24-Hour Standard	2002 Base Year	3.7	94.1		
	2010	3.2	86.0	YES	YES
	2020	1.8	38.5	YES	YES
	2030	1.5	27.2	YES	YES

		PM2.5 (tons/year)	Nox (tons/year)	PM2.5	NOx
PM2.5 Annual Standard	2002 Base Year	1351	34347		
	2010	1168	31390	YES	YES
	2020	657	14053	YES	YES
	2030	548	9928	YES	YES

PM2.5 Conformity Results Summary – Kings

Pollutant	Scenario	Emissions Total		DID YOU PASS?	
		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
PM2.5 24-Hour Standard	2002 Base Year	0.8	18.5		
	2010	0.6	16.1	YES	YES
	2020	0.3	6.7	YES	YES
	2030	0.3	4.7	YES	YES

		PM2.5 (tons/year)	Nox (tons/year)	PM2.5	NOx
PM2.5 Annual Standard	2002 Base Year	292	6753		
	2010	219	5877	YES	YES
	2020	110	2446	YES	YES
	2030	110	1716	YES	YES

PM2.5 Conformity Results Summary – Madera

Pollutant	Scenario	Emissions Total		DID YOU PASS?	
		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
PM2.5 24-Hour Standard	2002 Base Year	0.5	13.7		
	2010	0.5	13.6	YES	YES
	2020	0.4	6.5	YES	YES
	2030	0.4	4.9	YES	YES

		PM2.5 (tons/year)	Nox (tons/year)	PM2.5	NOx
PM2.5 Annual Standard	2002 Base Year	183	5001		
	2010	183	4964	YES	YES
	2020	146	2373	YES	YES
	2030	146	1789	YES	YES

PM2.5 Conformity Results Summary – Merced

Pollutant	Scenario	Emissions Total		DID YOU PASS?	
		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
PM2.5 24-Hour Standard	2002 Base Year	1.5	37.1		
	2010	1.3	30.4	YES	YES
	2020	0.7	12.8	YES	YES
	2030	0.7	10.0	YES	YES

		PM2.5 (tons/year)	Nox (tons/year)	PM2.5	NOx
PM2.5 Annual Standard	2002 Base Year	548	13542		
	2010	475	11096	YES	YES
	2020	256	4672	YES	YES
	2030	256	3650	YES	YES

PM2.5 Conformity Results Summary – San Joaquin

Pollutant	Scenario	Emissions Total		DID YOU PASS?	
		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
PM2.5 24-Hour Standard	2002 Base Year	1.5	43.4		
	2010	1.5	37.7	YES	YES
	2020	1.0	16.8	YES	YES
	2030	1.1	12.3	YES	YES

		PM2.5 (tons/year)	Nox (tons/year)	PM2.5	NOx
PM2.5 Annual Standard	2002 Base Year	548	15841		
	2010	548	13761	YES	YES
	2020	365	6132	YES	YES
	2030	402	4490	YES	YES

PM2.5 Conformity Results Summary – Stanislaus

Pollutant	Scenario	Emissions Total		DID YOU PASS?	
		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
PM2.5 24-Hour Standard	2002 Base Year	1.0	30.2		
	2010	0.9	24.8	YES	YES
	2020	0.6	10.1	YES	YES
	2030	0.6	7.0	YES	YES

		PM2.5 (tons/year)	Nox (tons/year)	PM2.5	NOx
PM2.5 Annual Standard	2002 Base Year	365	11023		
	2010	329	9052	YES	YES
	2020	219	3687	YES	YES
	2030	219	2555	YES	YES

PM2.5 Conformity Results Summary – Tulare

Pollutant	Scenario	Emissions Total		DID YOU PASS?	
		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
PM2.5 24-Hour Standard	2002 Base Year	0.8	26.4		
	2010	0.8	22.9	YES	YES
	2020	0.6	10.5	YES	YES
	2030	0.6	7.4	YES	YES

		PM2.5 (tons/year)	Nox (tons/year)	PM2.5	NOx
PM2.5 Annual Standard	2002 Base Year	292	9636		
	2010	292	8359	YES	YES
	2020	219	3833	YES	YES
	2030	219	2701	YES	YES

APPENDIX E

TIMELY IMPLEMENTATION DOCUMENTATION FOR TRANSPORTATION CONTROL MEASURES

Fresno COG
Timely Implementation Documentation

RACM Commitment	Agency	Commitment Description	Commitment Schedule	Commitment Funding	TIP	TIP Project ID	Project Description	Implementation Status (as of 1/07)	2009 Conformity Update (as of 10/08)
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;	In progress	not specified			Willow-Shaw Intersection	Complete	Complete
		Site Specific TCMs					Willow-Ashlan Intersection	Complete	Complete
							Willow-Bullard Intersection	Delays due to ROW issues. This project is in discussion to be completed in conjunction with surrounding local developments; construction scheduled to begin in 2008.	Delays continue due to ROW issues. This project is in discussion to be completed in conjunction with surrounding local developments; construction scheduled to begin in 2009.
							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

Fresno COG
Timely Implementation Documentation

RACM Commitment	Agency	Commitment Description	Commitment Schedule	Commitment Funding	TIP	TIP Project ID	Project Description	Implementation Status	2009 Conformity Update
								(as of 1/07)	(as of 10/08)
		Fowler Interconnect, Ashlan-Barstow			2000	FRE000109	Traffic Signal Interconnection along Fowler Avenue (Ashlan-Barstow)	Complete	Complete
		Clovis Traffic Management Center			2000	FRE000105	Construction of Traffic Management Center at Clovis City Hall Facility	Complete	Complete
		Clovis-Alluvial Traffic Signal			2000	FRE00106	Install Traffic Signal at Clovis and Alluvial Avenues	Complete	Complete
		Clovis-Sierra Traffic Signal			2000	FRE000165	New Signals at the intersection of Clovis Avenue and Sierra Avenue	Complete	Complete
		Clovis Old Town Trail, Dayton-Willow			2000	FRE001805	Union Pacific's Clovis Branchline/Pinedale Spurline Railroad	Complete	Complete
		Dry Creek Trail Terminus, Minnewawa			2000	FRE001801	Corridor Trail Landscaping Project	Complete	Complete
		Dry Creek Trail, Alluvial-Nees			2000/2002	FRE001802/FRE021801	Dry Creek Trail Bicycle, Pedestrian & Landscaping Project Phase II (Alluvial to Nees)	Complete	Complete
		Treasure Ingmire Park Rest Stop			2000	FRE001803	Old Town Trail at Treasure Ingmire Park Rest Stop Project	Complete	Complete
		Grade Crossings							
		Herndon			2000	FRE00102	Construction of Grade Crossings Along Old Town Trail at Herndon and Villa	Complete	Complete
		Villa			2000	FRE00102	Construction of Grade Crossings Along Old Town Trail at Herndon and Villa	Complete	Complete
		Nees			2000	FRE000112	Construction of Grade Crossings Along Old Town Trail at Willow and Nees Avenues	Complete	Complete
		Willow			2000	FRE000112	Construction of Grade Crossings Along Old Town Trail at Willow and Nees Avenues	Complete	Complete
		Ashlan Bicycle Lane			2000	FRE000107	Construct Bicycle Lane on Ashlan Avenue (Winery to Minnewawa Ave.)	Complete	Complete
		Shaw-Temperance Traffic Signal			1996/1998	NO ID NUMBER	install actuated traffic signal & transitional pavement at & adjacent to Shaw & Temperance Ave.	Complete	Complete
		Clovis Civic Center Bicycle Lockers			1996	NO ID NUMBER	Install bicycle lockers at the Clovis Civic Center	Complete	Complete
		Installation of Bus Shelters			2000	FRE000110	install Five Transit Bus Shelters at Various Locations	Complete	Complete
FR 5.3/TCM 1	Coalinga	Traffic signal on SR198 & Phelps Avenue	2003	CMAQ	2004	FRE020110	install Traffic Signal at intersection of SR33/SR198 and Phelps Avenue.	Complete	Complete
FR 9.3/9.5/10.4/10.5/ 10.7/TCM4/19.18	Coalinga	Off-street bike path on SR33 (Jayne Avenue), Merced Avenue-Willow Springs	2002	CMAQ	2002	FRE020107	Construct Bicycle Lane on Polk Street/SR198 (Merced to Willow Springs Ave.)	Complete	Complete
		Bicycle and Pedestrian Programs	Implemented and ongoing	CMAQ, TEA			Bikeway: Monterey Ave. from Los Gatos Creek to Washington Street	Scheduled to be complete by end of 2007.	Delays in approval. Construction scheduled for 2009.

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								(as of 1/07)	(as of 10/08)
							Bikeway: Cambridge Avenue from SR 33/Elm Avenue to Monterey Avenue	Complete	Complete
							Bikeway: Polk Street from Monterey Avenue to Merced Ave.	New development may impact final design. Construction scheduled to begin in 2007/2008.	Delays in approval. Construction scheduled for 2009.
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	Construction initiated; completion expected by the end of 2007.	Construction complete; 75% of signal coordination completed; remaining signals to be coordinated in early 2009
		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	Delays in design and approval. Design to be completed in early 2007. Construction expected to begin in late 2007.	Under construction. Completion in 2009
		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	Delays due to coordination and ROW acquisition. Design to be completed in summer 2007. Construction expected to begin in late 2007.	Bid awarded October 2008. Construction expected to begin early 2009.

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		Cedar & Shaw			2000/2002	FRE020123	Traffic Flow Improvements including Installation of Dual NB and SB Lanes & Separate Right Turn Lanes	Delays due to ROW. Construction currently scheduled to begin in late 2007.	Under construction. Completion in 2009
		Fresno & Sierra			2004	FRE040620	Fresno Ave. at Sierra Ave. Additional turning lane and light turn phasing.	Construction expected to be complete in 2007.	Delays in design. Design complete by Fall 2008. Construction to begin in early 2009.
		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	Delays due to ROW acquisition. Design to be complete in 2007. Construction expected to be complete in late 2007 or early 2008.	Delays in ROW acquisition continue (eminent domain issue). Construction expected to be complete in 2009.
		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	Construction expected to be complete in late 2007.	Delays in design. Construction begins in August 2008. Currently under construction. Completion in 2009.
		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	Scheduled for completion by the end of 2007.	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)	Delays due to engineering and final design. Construction expected to begin in 2007.	Engineering and design complete by Fall 2008. Construction will be complete in FY09.
		SR269 Improvements			2002	FRE021001	SHOPP Lump-Sum Account Non-Capacity Increasing Projects: (Safety; Roadway/Roadside Rehab.; Damage Restoration; Operations & SHOPP TEA)	Complete	Complete
FR 9.2/9.3/9.5/10.4/10.5/10.6/TCM4/19.18	Huron	Pedestrian improvements for L Street and SR 269	not specified	TEA	2000	FRE001811	"L" Street Landscaped Bike & Pedestrian Pathway	Complete	Complete
FR 5.2/19.25	Kerman	Construct signal intertie for signals along Madera Avenue	2003	CMAQ	2002/2004	FRE020137	Traffic Signal Interconnect for Four Signals Along Madera Avenue from "E" Street to Whitesbridge Road. Install Signal at Madera & Stanislaus.	Construction in process. Complete in 2007.	Complete

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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 t8th Ave. and Sierra St., provide turn pockets, & expand park (18th Ave. & Sierra St. intersection improve 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	Funds have been obligated. Currently processing ROW. Scheduled for completion in 2007.	Delay in ROW acquisition. Land now acquired and plans in design. Out to bid early 2009 with construction in Oct 2009
FR5.2/FR19.25	Parlier	Coordinate Traffic Signal Systems	2002/2003	not specified			Signal timing and coordination of Manning Avenue	Complete	Complete
FR 9.3/10.4/10.5/10.7 /TCM4/19.18	Parlier	two bicycle projects	2003	partial CMAQ					
		Parlier (Mendocino to Madsen)			2000	FRE000626	Reconstruct, Widen and Install Curb, Gutter, and Sidewalk on Parlier Ave. (Mendocino Ave. to Newmark Ave.)	Complete	Complete
		Parlier			2000/2002	FRE020144	Construct Bicycle Facility Along E. Parlier Avenue (Madsen to Newmark Avenue)	Complete	Complete
		Bicycle/Pedestrian Program	2002-2003	potential sources identified, including CMAQ			Zediker Ave Sidewalks from Stanislaus St. to Fresno St.	Complete	Complete
							Construct curb access ramps at various locations	On going with TDA funds	On going with TDA funds
							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

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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 Railbanked 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)	Project was delayed due to ROW issues. These issues have been resolved and construction should begin early summer 2007.	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.	Commitment dependent on passage of Measure "C". Measure failed in election. In addition, this has been identified as a capacity increasing project (additional travel lanes) that should not be considered applicable per the conformity rule.	This has been identified as a capacity increasing project (additional travel lanes) that should not be considered applicable per the conformity rule.
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

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		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
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	Delays due to environmental issues. Final design complete. Currently developing ad and bid award. Construction scheduled to begin in July 2007.	Complete
							Bikeway Friant Rd, Millbrook to North Fork Rd	Delays due to bikeway construction part of larger road project. Construction from Willow to Bugg scheduled in March 2007, construction for Millbrook to Willow and Bugg to North Fork Rd scheduled for late 2007.	Delays (environmental, ROW) continue due to bikeway construction being part of larger road project. Construction scheduled to begin March 2009.
							Bikeway on Millerton Rd from Park entrance to Sky Harbor Rd.	Delays due to environmental issues (currently pending environmental approval). Construction scheduled to begin in 2008.	Delays due to environmental issues and discussions with local Native American Tribe. Construction scheduled to begin in early 2009.
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

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							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.	Scheduled for completion by end of 2007.	Complete
FR-TCM1	Firebaugh	Traffic Flow Improvements		CMAQ	2007	FRE040105	Construct Park and Ride lot.	Scheduled for construction by end of 2007.	Scheduled for completion by end of 2008.
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.	Scheduled for construction in FY 2007/2008.	Delays in design and approval. Construction scheduled to start in March 2009
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.	C Street Project - Complete; Fruit Avenue - Scheduled for completion in September 2007; H Street - Scheduled for completion in June 2007; First Street - Scheduled for completion in Fall 2007.	C Street Project- Complete; Fruit Avenue- out to bid scheduled for completion in 2009; H Street- Complete; First Street, out to bid Scheduled for completion in 2009.
FR9.2	Kingsburg	Encouragement of Pedestrian Travel			2007	FRE040113	Construct sidewalks along 10th Ave. (Academy Ave.) from Sierra Street to Stroud Ave.	PE in progress. Construction scheduled for 2008/2009.	PE in progress. Construction scheduled for 2009.
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.	Construction scheduled to begin in Fall 2007.	Currently in design. Construction scheduled to be complete in 2009.

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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.	Delays due to ROW acquisition. Completion expected by end of 2007.	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.	Delays due to environmental issues. PE in 2006/2007. ROW and Construction expected to begin in 2007/2008.	Delay due to ROW acquisition. Construction in early summer 2009.
FR9.3	Selma	Bicycle/Pedestrian Program					Constructed Shoulders and made pedestrian improvements along McCall Avenue from Floral Avenue to Arrants Street.	Complete.	Complete
FR5.4	Fresno County	Site-Specific Transportation Control Measures					Install traffic signals at Belmont/Academy Avenues, Fruit/Browning Avenues, and Millerton Road/Table Mountain Casino.	Complete.	Complete
FR10.7A	Fresno County	Require Inclusion of Paved Shoulders Adequate for Bicycle Use on State or Federally Funded Reconstruction or Widening of Federal Major Collectors or Greater					Install on Academy Avenue from SR 180 to Shaw; Rose Avenue from Amber to Lac Jac; McCall Avenue from Jensen to SR 180; Jayne Avenue from Sacramento Allgnment to Sutter; Crawford Avenue from Floral to Manning.	Complete.	Complete

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RACM Commitment	Agency	Measure Title	Measure Description (not verbatim)	Implementation Status (as of 1/07)	2009 Conformity Update (as of 10/08)
FR-TCM3	Fresno COG	Voluntary Rideshare Program and Employer Incentive Program	Operate Transportation Demand Management Program	Fresno COG has included funding for the TDM program through Work Element 340 of the 2007/2008 Overall Work Program (OWP). Fresno COG will continue to implement this program.	Fresno COG has included funding for the TDM program through Work Element 340 of the 2008/2009 Overall Work Program (OWP). Fresno COG will continue to implement this program.
FR1.1	Clovis / Clovis Transit	Regional Express Bus Program	Review and evaluate travel. Improve and expand system with purchase of new vehicles. Continue to evaluate possible express routes where feasible.	Ongoing. Fresno COG, Fresno Area Express and Clovis Transit continues to research potential express services. Staff is actively participating in several committees that are evaluating regional transit services. No need yet identified.	Ongoing. Fresno COG, Fresno Area Express and Clovis Transit continues to research potential express services. Staff is actively participating in several committees that are evaluating regional transit services. No need yet identified.
FR1.2	Clovis / Clovis Transit	Transit Access to Airports	Provide access to Fresno Yosemite International Airport.	Stageline services coordinates with Fresno Area Express to provide regular route service into Fresno Yosemite Airport. Roundup service also provides curb-to-curb service for senior and disabled residents from their homes to and from the airport.	Stageline services continues to coordinate with Fresno Area Express to provide regular route service into Fresno Yosemite Airport. Roundup service also continues to provide curb-to-curb service for senior and disabled residents from their homes to and from the airport.
FR5.9	Clovis / Clovis Transit	Bus Pullouts in Curbs for Passenger Loading	Provide bus pullouts as appropriate with new capital improvement or development.	New construction and capital improvement projects are including bus pullouts. Some examples of constructed bus pullouts include locations at Teague and Clovis, Ashlan and Leonard, Clovis and Alluvial, and Gettysburg and Locan.	New construction and capital improvement projects are including bus pullouts.
FR10.2	Clovis / Clovis Transit	Bike Racks on Buses	Include bike racks with new vehicle purchases.	All new fixed route buses are purchased with a bicycle rack on the front of the vehicle.	All new fixed route buses are purchased with a bicycle rack on the front of the vehicle.
FR10.7	Clovis / Clovis Transit	Require inclusion of bicycle lanes on state or federally funded thoroughfare projects.	Locate bicycle lanes on state or federally funded highway projects.	The city of Clovis has designed and constructed bicycles lanes on State and Federally funded projects where right-of-way and funding allowed. The City will continue to install bicycle facilities with all new development as appropriate.	The city of Clovis has designed and constructed bicycles lanes on State and Federally funded projects where right-of-way and funding allowed. The City will continue to install bicycle facilities with all new development as appropriate.
FR19.5	Clovis / Clovis Transit	Transit Stop Improvements	Provide transit stop improvements, including benches, shelters, and lighting.	Ongoing. Damaged benches have been replaced or repaired. Improvements to bus stops including shelters will continue over the next fiscal years particularly if routes are expanded.	Ongoing. Damaged benches have been replaced or repaired. Improvements to bus stops including shelters will continue over the next fiscal years particularly if routes are expanded.
FR5.4	Coalinga	Site-Specific Transportation Control Measures	Intersection improvements through review of proposed developments.	The City of Coalinga is continuing to review the need for this measure at appropriate locations, but has not identified a specific need at this time.	The City of Coalinga is continuing to review the need for this measure at appropriate locations, but has not identified a specific need at this time.

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RACM Commitment	Agency	Measure Title	Measure Description (not verbatim)	Implementation Status (as of 1/07)	2009 Conformity Update (as of 10/08)
FR9.2	Coalinga	Encouragement of Pedestrian Travel	Promotion of pedestrian travel. Expend sidewalks and crosswalks.	See Project TID table for specific projects. Private developments (seven housing tracts since 2003) have also been required to install sidewalks as part of the planning and building approval process (Zoning Ordinance). Private developments have completed new sidewalks in five housing tracts in 2006.	See Project TID table for specific projects. Private developments are required to install sidewalks as part of the planning and building approval process (Zoning Ordinance).
FR-TCM1	Firebaugh	Traffic Flow Improvements	Apply for funding to create park and ride lot.	Currently in development. See Project TID table.	Currently in development. See Project TID table.
FR5.4	Fowler	Site-Specific Transportation Control Measures	Monitor traffic flows and make improvements as needed.	Vehicular traffic within the City of Fowler does not experience delays associated with geometric or traffic control configurations. Traffic flows are routinely observed and monitored during field excursions within the City. No need yet identified.	Vehicular traffic within the City of Fowler does not experience delays associated with geometric or traffic control configurations. Traffic flows are routinely observed and monitored during field excursions within the City. No need yet identified.
FR-TCM1	Fowler	Traffic Flow Improvements	Monitor growth and respond appropriately.	See Project TID table.	See Project TID table.
FR1.2	Fresno / Fresno Area Express	Transit Access to Airports	Public transportation to airports. implementation of this strategy is in effect.	Implementation of this service is in effect.	Implementation of this service continues to be in effect.
FR5.9	Fresno / Fresno Area Express	Bus Pullouts in Curbs for Passenger Loading	Provide for bus pullouts. Review the need and evaluate benefits of providing bus pullouts for major projects.	All new street construction and capital improvement projects are constructing far side or mid-block bus bays, as feasible per safety and traffic flow, per City of Fresno Public Works standards.	All new street construction and capital improvement projects are constructing far side or mid-block bus bays, as feasible per safety and traffic flow, per City of Fresno Public Works standards.
FR5.16	Fresno / Fresno Area Express	Adaptive traffic signals and signal timing	Adjust traffic timing and install 470 cameras at various traffic signals.	City of Fresno Traffic Engineering staff is adjusting traffic signal timing periodically in response to service requests and as resources are available to improve traffic flow. 24 cameras have been installed via ITS Phase 1 with 125 additional cameras to be installed in 2006/2007 via ITS Phase 3 (see existing FCMA Signal Synchronization project on TID table). Additional cameras will be installed through developer traffic signal installations and future ITS grant projects.	City of Fresno Traffic Engineering staff is adjusting traffic signal timing periodically in response to service requests and as resources are available to improve traffic flow. Additional cameras will be installed through developer traffic signal installations and future ITS grant projects.
FR10.2	Fresno / Fresno Area Express	Bike Racks on Buses	Promotes placement of bicycle racks on buses. All 108 buses have installed bus racks.	All buses have installed bike racks. New buses include bike racks.	All buses have installed bike racks. New buses include bike racks.

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RACM Commitment	Agency	Measure Title	Measure Description (not verbatim)	Implementation Status (as of 1/07)	2009 Conformity Update (as of 10/08)
FR10.4	Fresno / Fresno Area Express	Development of Bicycle Travel Facilities	Accommodate bicycle lanes with new or substantially expanded major street right-of-ways at the time of development.	New development is constructing on-street bike lanes. The City of Fresno has installed several miles of bike lanes in each of the recent FTIP cycles using CMAQ funds in the existing urbanized area (See Project TID table).	New development is constructing on-street bike lanes. The City of Fresno has installed several miles of bike lanes in each of the recent FTIP cycles using CMAQ funds in the existing urbanized area (See Project TID table).
FR10.5	Fresno / Fresno Area Express	Expedite Bicycle Projects from RTP	Build out bicycle projects at an accelerated rate.	New development is constructing on-street bike lanes. The City of Fresno has installed several miles of bike lanes in each of the recent FTIP cycles using CMAQ funds in the existing urbanized area (See Project TID table).	New development is constructing on-street bike lanes. The City of Fresno has installed several miles of bike lanes in each of the recent FTIP cycles using CMAQ funds in the existing urbanized area (See Project TID table).
FR10.7	Fresno / Fresno Area Express	Require inclusion of bicycle lanes on state or federally funded thoroughfare projects.	Provide adequate right-of-way for bike lanes along all major streets to the extent economically and physically feasible, including streets that are improved with Federal or State funds.	New projects are requiring bike lanes on "all" major streets, where feasible. In some instances, physical or other issues may limit the inclusion of bike lanes.	New projects are requiring bike lanes on "all" major streets, where feasible. In some instances, physical or other issues may limit the inclusion of bike lanes.
FR15.2	Fresno / Fresno Area Express	Pedestrian and Bicycle Overpasses Where Safety Dictates	Evaluate the need for pedestrian and bicycle overpasses as the need arises.	Evaluation is on-going as development proposals are received and as traffic patterns change. No need yet identified.	Evaluation is on-going as development proposals are received and as traffic patterns change. No need yet identified.
FR19.5	Fresno / Fresno Area Express	Transit Stop Improvements	On-going improvement program, including bus stops, benches, and shelters.	Fresno continues to implement on-going improvements. Given the small scale of individual projects, it would be overly burdensome to list all projects in the project table. However, FTIP Project FRE021510 includes funding for improvements.	Fresno continues to implement on-going improvements. Given the small scale of individual projects, it would be overly burdensome to list all projects in the project table. However, FTIP Project FRE021510 includes funding for improvements.
FR5.3	Kerman	Reduce Traffic Congestion at Major Intersections	Continue to monitor traffic flows and street congestion and make improvements on an as-needed basis.	See existing project for Commitment 5.2/19.25 on Project TID table.	See existing project for Commitment 5.2/19.25 on Project TID table.
FR5.4	Kerman	Site-Specific Transportation Control Measures	Continue to monitor traffic flows and street congestion and make improvements on an as-needed basis.	All development projects are required to make improvements that will conform to the city's general plan.	All development projects are required to make improvements that will conform to the city's general plan.
FR9.3	Kerman	Bicycle/Pedestrian Program	Fund high priority bicycle/pedestrian projects in countywide plans.	All new collector streets are striped for Class II bicycle lanes.	All new collector streets are striped for Class II bicycle lanes.

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RACM Commitment	Agency	Measure Title	Measure Description (not verbatim)	Implementation Status (as of 1/07)	2009 Conformity Update (as of 10/08)
FR-TCM1	Kerman	Traffic Flow Improvements	Continuously evaluate traffic conditions and plan, program, and implement projects to provide free flowing traffic.	As part of its general plan update, the city is evaluating the level of service for all arterials and collectors. No need yet identified.	As part of its general plan update, the city is evaluating the level of service for all arterials and collectors. No need yet identified.
FR9.2	Kingsburg	Encouragement of Pedestrian Travel	Promotion of pedestrian travel. Expanded network of sidewalks and crosswalks to improve pedestrian access.	See Project TID table.	See Project TID table.
FR9.5	Kingsburg	Encouragement of Bicycle Travel	Promotion of pedestrian travel. Capital improvements to increase bicycle use. Build out at an accelerated rate to achieve benefits in time for attainment deadline of 2005.	The City of Kingsburg has striped and signed all of the Class II and II bicycle lanes in our Master Plan. See Project TID table for other specific projects.	The City of Kingsburg has striped and signed all of the Class II and II bicycle lanes in our Master Plan. See Project TID table for other specific projects.
FR19.18	Mendota	Pedestrian Facilities	Expanded network of sidewalks and crosswalks to improve pedestrian access.	See Project TID table.	See Project TID table.
FR-TCM1	Orange Cove	Traffic Flow Improvements	Evaluate traffic conditions and plan, program, and implement projects to provide free flowing traffic	Vehicular traffic within the City of Orange Cove does not experience delays associated with geometric or traffic control configurations. Traffic flows are routinely observed and monitored during field excursions within the City. No need yet identified.	Vehicular traffic within the City of Orange Cove does not experience delays associated with geometric or traffic control configurations. Traffic flows are routinely observed and monitored during field excursions within the City. No need yet identified.
FR5.3	Parlier	Reduce Traffic Congestion at Major Intersections	Continue to monitor traffic flows and street congestion and make improvements on an as-needed basis.	The City indicated that "All intersections within the City of Parlier currently operate at acceptable levels of service. Any benefits resulting from roadway modifications would be minimal." This statement still holds true in 2006, and no additional needs have been identified. The city will continue to monitor and make improvements as necessary.	The City indicated that "All intersections within the City of Parlier currently operate at acceptable levels of service. Any benefits resulting from roadway modifications would be minimal." This statement still holds true in 2007/2008, and no additional needs have been identified. The city will continue to monitor and make improvements as necessary.
FR5.4	Parlier	Site-Specific Transportation Control Measures	Continue to monitor traffic flows and street congestion and make improvements on an as-needed basis.	See Project TID table. Traffic flows are routinely observed and monitored during field excursions within the City. No additional need identified.	See Project TID table. Traffic flows are routinely observed and monitored during field excursions within the City. No additional need identified.

RACM Commitment	Agency	Measure Title	Measure Description (not verbatim)	Implementation Status (as of 1/07)	2009 Conformity Update (as of 10/08)
FR-TCM1	Parlier	Traffic Flow Improvements	Continue to monitor traffic flows and street congestion and make improvements on an as-needed basis.	Traffic flows are monitored during field excursions to the City of Parlier. While no particular location is congested, Manning Ave. is a heavily traveled Regional route, and adjustments have been made to the timing of the traffic signal at Manning Ave. and Mendocino Ave. to increase the percentage of green time for Manning Ave. traffic. Other traffic signals along Manning Ave. within the City are under the jurisdiction of Fresno County. No additional need identified at this time.	Traffic flows are monitored during field excursions to the City of Parlier. Other traffic signals along Manning Ave. within the City are under the jurisdiction of Fresno County. No additional need identified at this time.
FR5.3	Reedley	Reduce Traffic Congestion at Major Intersections	Continue to monitor congestion throughout the City and make improvements as warranted.	The City is conducting yearly traffic counts at all of its major intersections, monitoring its current level of service. The City is in the process of revising a portion of its capital improvement plan to include a traffic study of the Manning Avenue corridor and its major intersections. No need identified.	The City is conducting yearly traffic counts at all of its major intersections, monitoring its current level of service. The City is in the process of reviewing the need for intersection improvements along Manning Avenue. No need identified.
FR5.4	Reedley	Site-Specific Transportation Control Measures	This measure could include geometric or traffic control improvements at specific congested intersections or at other substandard locations.	The Manning Avenue traffic study mentioned in FR5.3 will include looking at alternative intersection control measures. The City has started the study to determine what measures are needed to reduce congestion on Manning Avenue. Conclusions and recommendations should be completed in FY08.	The Manning Avenue traffic study mentioned in FR5.3 will include looking at alternative intersection control measures. The City has started the study to determine what measures are needed to reduce congestion on Manning Avenue. Conclusions and recommendations should be completed in FY08.
FR9.2	Reedley	Encouragement of Pedestrian Travel	Plan, program, and execute projects that encourage both pedestrian and bicycle travel.	The City has recently completed its Bicycle Master Plan which has been approved/accepted by Caltrans and Fresno COG. See Project TID table.	See Project TID table.
FR10.4	Reedley	Development of Bicycle Travel Facilities	Encourage a variety of capital improvements to increase bicycle use.	The City has included in its subdivision development requirements the construction, donation, and/or fees to go towards and/or actually construct bike and pedestrian facilities above and beyond the typical sidewalks. This past year the City applied for and received a BTA grant to construct a new bike trail along Buttonwillow Avenue from Huntsman to Dinuba Avenues that should be completed in 2008.	The City has included in its subdivision development requirements the construction, donation, and/or fees to go towards and/or actually construct bike and pedestrian facilities above and beyond the typical sidewalks. This past year the City applied for and received a BTA grant to construct a new bike trail along Buttonwillow Avenue from Huntsman to Dinuba Avenues that should be completed in 2008.
FR10.5	Reedley	Expedite Bicycle Projects from RTP	Build out bicycle and pedestrian plan at an accelerated rate to achieve benefits in time for attainment deadline in 2005.	The City has been constructing new facilities as funding allows. The completion of the Bicycle Master Plan will help direct future development of the trail system in the City of Reedley. See Project TID table. This past year the City applied for and received a BTA grant to construct a new bike trail along Buttonwillow Avenue from Huntsman to Dinuba Avenues that should be completed in 2008.	The City has been constructing new facilities as funding allows. The completion of the Bicycle Master Plan will help direct future development of the trail system in the City of Reedley. See Project TID table. This past year the City applied for and received a BTA grant to construct a new bike trail along Buttonwillow Avenue from Huntsman to Dinuba Avenues that should be completed in 2008.
FR10.7	Reedley	Require inclusion of bicycle lanes on state or federally funded thoroughfare projects.	Construction projects that involve state or federal funds shall include provisions for bicycle lanes when practical.	The City is committed to including the installation of bike lanes and the construction of bike trails whenever practical.	The City is committed to including the installation of bike lanes and the construction of bike trails whenever practical.

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FR-TCM1	Reedley	Traffic Flow Improvements	Continuously evaluate traffic conditions and plan, program, and implement projects to provide free flowing traffic.	The City is conducting yearly traffic counts at all of its major intersections, monitoring its current level of service. The City is in the process of revising a portion of its capital improvement plan to include a traffic study of the Manning Avenue corridor and its major intersections.	The City is conducting yearly traffic counts at all of its major intersections, monitoring its current level of service. The City is in the process of revising a portion of its capital improvement plan to include a traffic study of the Manning Avenue corridor and its major intersections.
FR-TCM4	Reedley	Bicycle Lanes and Facilities	Fund high priority bicycle/pedestrian projects in countywide plans.	The Reedley Bicycle Master Plan was prepared with the countywide plan in mind and every effort was made to keep and enhance the connectivity of the county plan through the City of Reedley. The City is committed to including the installation of bike lanes and the construction of bike trails whenever practical.	The Reedley Bicycle Master Plan was prepared with the countywide plan in mind and every effort was made to keep and enhance the connectivity of the county plan through the City of Reedley. The City is committed to including the installation of bike lanes and the construction of bike trails whenever practical.
FR-TCM5	Reedley	Alternative Fuels Program	Purchase of additional CNG vans.	The need to purchase more CNG vans has not arisen yet. The city transit vans are currently CNG.	The need to purchase more CNG vans has not arisen yet. The city transit vans are currently CNG.
FR19.18	Reedley	Pedestrian Facilities	Expanded network of sidewalks and crosswalks to improve pedestrian access.	The City has applied for and been awarded over ten public works projects that involve the construction of new sidewalks and either upgrade or install new crosswalks and other types of traffic control devices that aid in pedestrians crossing the major roads in the City. See Project TID table.	See Project TID table.
FR5.4	Sanger	Site-Specific Transportation Control Measures	Continue to monitor traffic flows and street congestion and make improvements on an as-needed basis.	See existing project for Commitment FR 5.2/19.25/TCM1 in Project TID table. Traffic signal interconnection project completed. The city continues to monitor increasing traffic flows and congestion and identify potential project opportunities.	See existing project for Commitment FR 5.2/19.25/TCM1 in Project TID table. Traffic signal interconnection project completed. The city continues to monitor increasing traffic flows and congestion and identify potential project opportunities.
FR9.2	Sanger	Encouragement of Pedestrian Travel	Continue to plan, program, and construct projects that encourage pedestrian travel.	Recently approved a bicycle plan in the City that will allow bicycling to become an alternative and viable mode of transportation. Installed bike paths with BTA grant funds, project near completion. Subdivision projects required to install various pedestrian trails and bike lanes along with parks where applicable. Safe Routes to School grants used to install sidewalks at various locations.	Recently approved a bicycle plan in the City that will allow bicycling to become an alternative and viable mode of transportation. Installed bike paths with BTA grant funds, project near completion. Subdivision projects required to install various pedestrian trails and bike lanes along with parks where applicable. Safe Routes to School grants used to install sidewalks at various locations.
FR5.3	San Joaquin	Reduce Traffic Congestion at Major Intersections	Continue to monitor traffic flows and street congestion and make improvements on an as-needed basis.	The traffic levels in the city of San Joaquin do not cause any congestion. The city will continue to monitor the need for improvements. No need identified at this time.	The traffic levels in the city of San Joaquin do not cause any congestion. The city will continue to monitor the need for improvements. No need identified at this time.
FR5.4	San Joaquin	Site-Specific Transportation Control Measures	Continue to monitor traffic flows and street congestion and make improvements on an as-needed basis.	All development projects are required to make improvements that will conform to the city's general plan.	All development projects are required to make improvements that will conform to the city's general plan.

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RACM Commitment	Agency	Measure Title	Measure Description (not verbatim)	Implementation Status (as of 1/07)	2009 Conformity Update (as of 10/08)
FR9.3	San Joaquin	Bicycle/Pedestrian Program	Fund high priority bicycle/pedestrian projects in countywide plans.	All new collector streets are striped for bicycle lanes.	All new collector streets are striped for bicycle lanes.
FR-TCM1	San Joaquin	Traffic Flow Improvements	Continuously evaluate traffic conditions and plan, program, and implement projects to provide free flowing traffic.	As part of its general plan update, the city is evaluating the level of service for all arterials and collectors.	As part of its general plan update, the city is evaluating the level of service for all arterials and collectors.
FR5.4	Selma	Site-Specific Transportation Control Measures	This measure could include geometric or traffic control improvements at specific congested intersections or at other substandard locations.	Vehicular traffic within the City of Selma does not experience delays associated with geometric or traffic control configurations. Traffic flows are routinely observed and monitored during field excursions within the City. No need yet identified.	Vehicular traffic within the City of Selma does not experience delays associated with geometric or traffic control configurations. Traffic flows are routinely observed and monitored during field excursions within the City. No need yet identified.
FR9.3	Selma	Bicycle/Pedestrian Program	Fund high priority bicycle/pedestrian projects in countywide plans.	See Project TID table.	See Project TID table.
FR5.2	Fresno County	Coordinate Traffic Signal Systems	Installation of hard-wire and fiber-optic signal interconnection.	Fresno County has completed installation of hard-wire and fiber-optic signal interconnection infrastructure on all major signalized corridors under County jurisdiction in the Fresno-Clovis metro area. System operation is dependent on implementation by the City of Fresno following completion of funded FCMA backbone interconnection system, and traffic operations center.	Fresno County has completed installation of hard-wire and fiber-optic signal interconnection infrastructure on all major signalized corridors under County jurisdiction in the Fresno-Clovis metro area. System operation continues to be dependent on implementation by the City of Fresno following completion of funded FCMA backbone interconnection system, and traffic operations center.
FR5.4	Fresno County	Site-Specific Transportation Control Measures	This measure could include geometric or traffic control improvements at specific congested intersections or at other substandard locations.	See Project TID table. Ongoing measure.	See Project TID table. Ongoing measure.

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FR10.7A	Fresno County	Require Inclusion of Paved Shoulders Adequate for Bicycle Use on State or Federally Funded Reconstruction or Widening of Federal Major Collectors or Greater	Require construction of paved shoulders to meet at least minimum class II bike lane standards on state or federally funded reconstruction or widening of federal major collectors or greater.	See Project TID table. Ongoing measure.	See Project TID table. Ongoing measure.
FR8.6	FCRTA	Subscription Services	Offer subscription services pursuant to Federal guidelines, in that at no time may a vehicle's capacity be subscribed for more than fifty percent (50%) of its capacity	In April 2000, the FCRTA entered into a contract with the Fresno County' Human Services Systems (HSS) Department of Employment and Temporary Assistance (ETA) in implement a Countywide Welfare to Work Transportation Program. As part of its implementation, we implemented a "Subscription Service" program to transport their eligible clients needing transportation services to employment, training, education, and child care services. As per federal regulations, no more than fifty percent (50%) of each vehicles seating capacity were set aside for Subscription Service purposes. The initial program was implemented aggressively for two and a half (2-1/2) years. Actual Subscription Service ridership never reached expectations. Analysis indicated the program resulted in very low ridership. After State and Federal Budget cuts to the primary Fresno County's Welfare to Work Program, the rural service contract was terminated. However, the FCRTA continues to maintain a Subscription Service program for each of its operations. Patrons for such Subscription Service represents less that five percent (5%) of our total ridership at this time. The FCRTA remains cc	FCRTA continues to maintain a Subscription Service program for each of its operations. Patrons for such Subscription Service represents iess that five percent (5%) of our total ridership at this time. The FCRTA remains committed to pursuing this commitment.
FR19.5	FCRTA	Transit Stop Improvements	Continue to implement improvements as warranted.	The FCRTA continues to assess the needs for additional bus stop improvements. The Agency has budgeted its Capital Reserve funds to install Bus Stop Shelters as warranted or requested throughout its operating areas. Additional improvements will continue to installed as a further convenience to our patrons. The FCRTA remains committed to pursuing this commitment.	The FCRTA continues to assess the needs for additional bus stop improvements. The Agency has budgeted its Capital Reserve funds to install Bus Stop Shelters as warranted or requested throughout its operating areas. Additional improvements will continue to installed as a further convenience to our patrons. The FCRTA remains committed to pursuing this commitment.

APPENDIX F

PUBLIC MEETING PROCESS DOCUMENTATION

NOTICE OF PUBLIC HEARING ON THE DRAFT AMENDMENT #3 TO THE 2009 INTERIM FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM, 2007 RTP AMENDMENT #2 AND CORRESPONDING DRAFT CONFORMITY ANALYSIS

NOTICE IS HEREBY GIVEN that the Council of Fresno County Governments (Fresno COG) will hold a public hearing on December 18, 2008 at 5:30 p.m. at 2035 Tulare Street, Suite 201, Fresno, CA, 93721 regarding the Draft Amendment #3 to the 2009 Interim Federal Transportation Improvement Program (Interim FTIP), 2007 Regional Transportation Plan (RTP) Amendment #2 and corresponding Draft Conformity Analysis. The purpose of the hearing is to receive public comments.

- The 2009 Interim FTIP is a listing of capital improvement and operational expenditures utilizing federal and state monies for transportation projects in Fresno County during the next four years that are eligible to proceed without a conformity determination.
- The Draft Amendment #3 to the 2009 Interim FTIP contains project phases and/or projects that were not included in the 2009 Interim FTIP.
- The RTP is a long-term strategy to meet Fresno County transportation needs out to the year 2030. The document is also referred to as the 2007 RTP.
- All proposed changes are consistent with the approved 2007 RTP Environmental Impact Report.
- The Draft Conformity Analysis contains the documentation to support a finding that the 2009 Interim FTIP and 2007 RTP as amended meets the air quality conformity requirements for carbon monoxide, ozone and particulate matter.

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

A concurrent 30-day public review and comment period will commence on November 19, 2008 and conclude December 18, 2008 at 5:30 p.m. The draft documents are available for review at the Fresno COG office, located at 2035 Tulare Street, Suite 201, Fresno, CA 93721 and on our website at www.fresnocog.org.

Public comments are welcomed at the hearing, or may be submitted in writing by 5:30 p.m. on December 18, 2008 to Renee DeVere-Oki at the address below.

After considering the comments, the documents will be considered for adoption, by resolution, by the Fresno COG Policy Board at a regularly scheduled meeting to be held on January 29, 2009. The documents will then be submitted to state and federal agencies for approval.

Contact Person: Renee DeVere-Oki, Planner III
2035 Tulare Street, Suite 201
559-233-4148
rdevere@fresnocog.org

BEFORE THE
COUNCIL OF FRESNO COUNTY GOVERNMENTS
RESOLUTION NO. 2009-01

In the Matter of:

RESOLUTION ADOPTING THE Amendment #3 to the 2009 Interim FTIP, RTP Amendment #2 and Corresponding Conformity Analysis

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

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

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

WHEREAS, Amendment #3 to the 2009 Interim Federal Transportation Improvement Program (Interim 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 Council of Fresno County Governments forum and general public involvement; and

WHEREAS, Amendment #3 to the Interim FTIP program listing is consistent with: 1) the 2007 Regional Transportation Plan, Amendment #2; 2) the 2008 State Transportation Improvement Program; and 3) the Corresponding Conformity Analysis; and

WHEREAS, Amendment #3 to the 2009 Interim FTIP contains the MPO's certification of the transportation planning process assuring that all federal requirements have been fulfilled; and

WHEREAS, Amendment #3 to the 2009 Interim FTIP meets all applicable transportation planning requirements per 23 CFR Part 450.

WHEREAS, projects submitted in Amendment #3 to the 2009 Interim FTIP must be financially constrained and the financial plan affirms that funding is available; and

WHEREAS, Amendment #3 to the 2009 Interim FTIP and 2007 RTP Amendment #2 includes a new Conformity Analysis; and

WHEREAS, Amendment #3 to the 2009 Interim FTIP does not interfere with the timely implementation of the Transportation Control Measures; and

WHEREAS, Amendment #3 to the 2009 Interim FTIP and 2007 RTP Amendment #2 conforms to the applicable SIPs (effective February 6, 2009; the effective date of the adequacy finding of motor vehicle emissions budgets submitted in the San Joaquin Valley 2007 Ozone Plan); and

WHEREAS, in accordance with EPA Companion Guidance for the Conformity Rule for multi-jurisdictional areas, Council of Fresno County Governments has developed their portion of the PM2.5 regional emissions analysis separately and provided the entire PM2.5 nonattainment area conformity demonstration; and

WHEREAS, the PM2.5 nonattainment area conformity demonstration is contingent upon adoption by all MPOs in the PM2.5 nonattainment area; and

WHEREAS, the Council of Fresno County Governments has also developed a regional emissions analysis for Carbon Monoxide (CO), Ozone, and PM-10 for Fresno County; and

WHEREAS, the documents have been widely circulated and reviewed by Council of Fresno County 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 Council of Fresno County Governments; and

WHEREAS, a public hearing was conducted on December 18, 2008 to hear and consider comments on Amendment #3 to the 2009 Interim FTIP and 2007 RTP Amendment #2 and Corresponding Conformity Analysis; and the remainder of the MPOs in the PM2.5 nonattainment area have conducted public hearings as well; and

NOW, THEREFORE, BE IT RESOLVED, that Council of Fresno County Governments adopts Amendment #3 to the 2009 Interim FTIP and RTP Amendment #2 and Corresponding Conformity Analysis (effective February 6, 2009; the effective date of the adequacy finding of motor vehicle emissions budgets submitted in the San Joaquin Valley 2007 Ozone Plan).

BE IT FURTHER RESOLVED, that the Council of Fresno County Governments finds that the 2007 Regional Transportation Plan Amendment #2 and Amendment #3 to the 2009 Interim FTIP are in conformity with the requirements of the Federal Clean Air Act Amendments and applicable State Implementation Plan for air quality (effective February 6, 2009; the effective date of the adequacy finding of motor vehicle emissions budgets submitted in the San Joaquin Valley 2007 Ozone Plan).

THE FOREGOING RESOLUTION was passed and adopted by Council of Fresno County Governments this 29th day of January, 2009 and is effective February 6, 2009; the effective date of the adequacy finding of motor vehicle emissions budgets submitted in the San Joaquin Valley 2007 Ozone Plan.

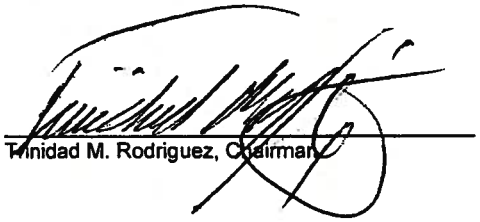
AYES: Clovis, Coalinga, Firebaugh, Fowler, Fresno, Kerman, Mendota, Orange Cove, Parlier, Reedley, Sanger, San Joaquin, Selma and Fresno County

NOES: None

ABSTAIN:

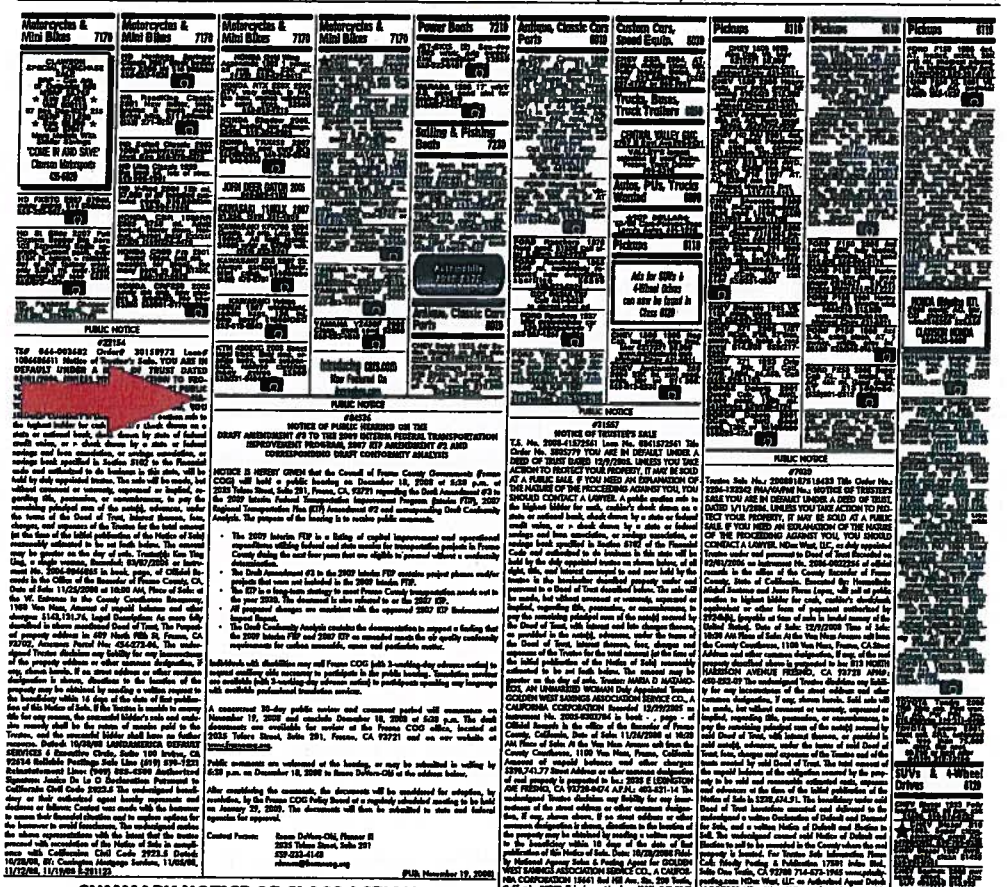
ABSENT: Huron, Kingsburg

ATTEST:

Signed: 
Trinidad M. Rodriguez, Chairman

I hereby certify that the foregoing is a true copy of a resolution of the Council of Fresno County Governments duly adopted at a regular meeting thereof held on the 29th day of January, 2009.

Signed: 
Tony Boren, Executive Director



SUMMARY NOTICE OF CLASS ACTION PENDENCY AND PROPOSED SETTLEMENT

(Para ver este aviso en español, visita www.vearsettlement.com)

TO: All persons whose non-Verizon Wireless Phone Number (defined as a telephone number not associated with a Verizon Wireless customer agreement) was requested or recorded in connection with a credit card purchase of merchandise between June 16, 2007 and November 14, 2008 at any store or kiosk owned by Cellco Partnership or any of its subsidiaries or affiliates and operated under the name Verizon Wireless in the State of California, including but not limited to, all kiosks located within Circuit City retail stores (hereinafter the "Settlement Class").

A lawsuit has been filed against Cellco Partnership doing business as Verizon Wireless ("Defendant") on behalf of a class of people including the Settlement Class described above in the San Diego Superior Court, entitled Vear v. Cellco Partnership, Case No. 37-2008-00085825-CU-BT-CTL. The Plaintiff alleged Defendant violated California law by requesting and recording the non-Verizon Wireless Phone Number from customers who paid for merchandise with a credit card at Verizon Wireless stores in California. Defendant denies all wrongdoing and any liability whatsoever.

As part of the settlement, Defendant agrees to provide members of the Settlement Class who have not chosen to opt out of the settlement with a Verizon Wireless Voucher for a five dollar ($5.00) discount off wireless accessories, excluding handsets, mobile devices, and services. YOU MUST COMPLETE A CLAIM FORM TO RECEIVE THE VOUCHER. If the Claims Administrator determines from the information in the claim form that you are a member of the Settlement Class, you will be sent a $5.00 Voucher only after the Final Settlement Date. Defendant also agrees that class counsel may request an award of attorneys' fees and costs of up to $90,000. Payment of attorneys' fees will not affect the benefits provided to the Settlement Class.

This Summary Notice is to advise you that you will automatically become a member of the Settlement Class and be bound by the settlement, unless you elect to be excluded ("opt-out") by notifying the Claims Administrator. You may also object to the settlement. On February 6, 2009 at 10:30 am, a hearing will be held on the fairness of the proposed settlement in Department C-67 of the San Diego Superior Court, located at 330 W. Broadway, San Diego, California.

THIS IS ONLY A SUMMARY NOTICE. A more complete description of this class action and proposed settlement is contained in a detailed Notice of Settlement of Class Action. You may obtain a complete Notice of Settlement of Class Action and Claim Form by going to www.vearsettlement.com or by sending a written request to: Vear Class Action Claims Administrator, P.O. Box 9435, Minneapolis, MN 55440-9435.

IF YOU WISH TO SUBMIT A VALID CLAIM FORM, WISH TO BE EXCLUDED FROM THE CLASS ACTION, OR WISH TO OBJECT TO THE SETTLEMENT, YOU MUST COMPLY WITH THE REQUIREMENTS AND DEADLINES SET FORTH IN THE COMPLETE NOTICE OF SETTLEMENT OF CLASS ACTION.

PUBLIC NOTICE

NOTICE OF THE INTENTION TO SELL SURPLUS REAL PROPERTY

On March 18, 2008, the Kingsburg City Council approved Resolution No. 2008-18 declaring the real property described below ("Property") as surplus real property and directing that the Property be sold. The Property is located at the corner of 16th Avenue and Street Avenue in Kingsburg, California and is more particularly described as follows:

Lot 8 of Tract No. 1554, Mandarin Heights No. 4, according to the map thereof recorded in Book 19, Page 18 of Plats, Fresno County Records.

EXCEPTING THEREFROM that portion described as follows:

BEGINNING at the most Northerly corner of said Lot 8; thence South along the West line of said Lot 8, a distance of 14.89 feet; thence South 89°54' East, a distance of 21.1 feet to the Northeasterly line of said Lot 8; thence North 48°51' West, along the Northeasterly line of said Lot 8, a distance of 21.09 feet to the North line of said Lot 8; thence North 89°54' West, along the North line of said Lot 8, a distance of 5.34 feet to POINT OF BEGINNING.

TOGETHER WITH the East 12.00 feet of the South 28.00 feet of that real property situated in the State of California, County of Fresno, City of Kingsburg, more particularly described as follows:

Commencing at a point which is 33 feet North of the South line and 475 feet East of the West line of the South half of the Southeast quarter of the Northwest quarter of Section 23, Township 18 South, Range 22 East, Mount Diablo Base and Meridian; thence Northerly, parallel with the West line of the above parcel, a distance of 40.00 feet to a point; thence Easterly, parallel with the South line of said South half of the Southeast quarter of the Northwest quarter of said Section, a distance of 29 feet to a point; thence Southerly, parallel with the West line, a distance of 40 feet to a point; thence Westerly, parallel with said South line, a distance of 29 feet to the Point of Commencement.

Containing 0.043.00 square feet.

APN: 334-101-057

The location of the Property is identified by the block dot on the following Assessor's map:

On February 1, 2008, an appraisal of the Property identified a fair market value for the Property of $120,000.00.

The City of Kingsburg is seeking bids for the purchase of the Property. The minimum bid is $120,000.00. A deposit of $10,000.00 must be deposited into escrow on the date of opening of escrow and the close of escrow will take place thirty (30) days after acceptance of the bid. The total purchase price must be paid in full and in cash on the date of close of escrow. The deposit will be non-refundable when deposited into escrow, except if the City fails to transfer title of the Property to the successful bidder or the City fails to remove a monetary encumbrance to title to the Property as identified in the preliminary title report for the Property.

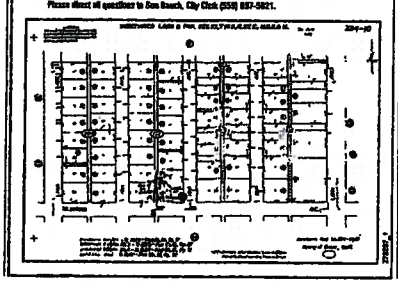
The Property will be sold "as is" and "where is" without any warranty or representation of any kind by the City as to the status or condition of the Property.

The successful bidder will be responsible for the payment of all title, escrow and recording fees, costs and expenses and any documentary transfer tax that may be due.

Bids must be in writing, unconditional and delivered in a sealed envelope to the Kingsburg City Clerk at City Hall, 1401 Draper Street, Kingsburg, California on or before 5:00 p.m. on December 8, 2008.

On December 10, 2008, the City will open all bids received in accordance with this Notice and the successful bidder, if any will be identified. The City reserves the right to reject any and all bids even though a bid exceeds $120,000.00.

Please direct all questions to Sue Roach, City Clerk (559) 897-5821.



APPENDIX G

RESPONSE TO PUBLIC COMMENTS

RESPONSE TO PUBLIC COMMENTS

All 8 MPOs in the San Joaquin Valley nonattainment area had a 30-day public review period and conducted a public hearing on their own Draft Amendment to the 2009 Interim TIP, 2007 RTP Amendment (if applicable) and corresponding Conformity Analyses. Revisions to this section may be added after a response is prepared for all 8 MPOs.

It is important to note that no other verbal or written comments were received from the public or inter-agency consultation partners, including: the California Department of Transportation, California Air Resources Board, U.S. Environmental Protection Agency, and Federal Transit Administration.