

Conformity Analysis

for
Fresno County's
2011 Regional Transportation Plan
and
2011 Federal Transportation Improvement Program

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July 2010

**FINAL CONFORMITY ANALYSIS FOR
THE 2011 FEDERAL TRANSPORTATION
IMPROVEMENT PROGRAM
AND
2011 REGIONAL TRANSPORTATION PLAN**

JULY 29, 2010

COUNCIL OF FRESNO COUNTY GOVERNMENTS

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

TABLE OF CONTENTS

EXECUTIVE SUMMARY	1
CONFORMITY REQUIREMENTS	1
CONFORMITY TESTS	2
RESULTS OF THE CONFORMITY ANALYSIS	2
REPORT ORGANIZATION	3
CHAPTER 1: FEDERAL AND STATE REGULATORY REQUIREMENTS	4
A. FEDERAL AND STATE CONFORMITY REGULATIONS	4
B. CONFORMITY REGULATION REQUIREMENTS	6
C. AIR QUALITY DESIGNATIONS APPLICABLE TO THE SAN JOAQUIN VALLEY	7
D. CONFORMITY TEST REQUIREMENTS	8
E. ANALYSIS YEARS	12
CHAPTER 2: LATEST PLANNING ASSUMPTIONS AND TRANSPORTATION MODELING	14
A. LATEST PLANNING ASSUMPTIONS	14
B. SOCIOECONOMIC DATA	16
C. TRANSPORTATION MODELING	18
D. TRAFFIC ESTIMATES	23
E. VEHICLE REGISTRATIONS	24
F. STATE IMPLEMENTATION PLAN MEASURES	24
CHAPTER 3: AIR QUALITY MODELING	27
A. EMFAC2007	27
B. ADDITIONAL PM-10 ESTIMATES	28
C. PM2.5 APPROACH	29
D. SUMMARY OF PROCEDURES FOR REGIONAL EMISSIONS ESTIMATES	31
CHAPTER 4: TRANSPORTATION CONTROL MEASURES	32
A. TRANSPORTATION CONFORMITY REGULATION REQUIREMENTS FOR TCMS	32
B. APPLICABLE AIR QUALITY IMPLEMENTATION PLANS	34
C. IDENTIFICATION OF 2002 RACM THAT REQUIRE TIMELY IMPLEMENTATION DOCUMENTATION	35
D. TCM FINDINGS FOR THE TIP AND REGIONAL TRANSPORTATION PLAN	37
E. RTP CONTROL MEASURE ANALYSIS IN SUPPORT OF 2003 PM-10 PLAN	37
CHAPTER 5: INTERAGENCY CONSULTATION	40
A. INTERAGENCY CONSULTATION	40
B. PUBLIC CONSULTATION	41
CHAPTER 6: TIP AND RTP CONFORMITY	43
REFERENCES	46

APPENDICES

- Appendix A: Conformity Checklist
- Appendix B: Transportation Project Listing
- Appendix C: Conformity Analysis Documentation
- Appendix D: Timely Implementation Documentation for Transportation Control Measures
- Appendix E: Public Meeting Process Documentation
- Appendix F: Response to Public Comments

TABLES

Table 1-1:	On-Road Motor Vehicle CO Emissions Budgets	9
Table 1-2:	Adequate Budgets from the 2007 Ozone Plan.....	10
Table 1-3:	On-Road Motor Vehicle PM-10 Emissions Budgets.....	10
Table 1-4:	On-Road Motor Vehicle PM2.5 Emissions Budgets.....	12
Table 1-5:	San Joaquin Valley Conformity Analysis Years	13
Table 2-1:	Summary of Latest Planning Assumptions for the Fresno COG Conformity Analysis.....	15
Table 2-2:	Traffic Network Comparison for Horizon Years Evaluated in Conformity Analysis.....	24
Table 2-3:	2007 Ozone Plan Measures Assumed in the Conformity Analysis.....	25
Table 2-4:	2007 PM-10 Maintenance Plan Measures Assumed in the Conformity Analysis.....	25
Table 2-5:	2008 PM2.5 Plan Measures Assumed in the Conformity Analysis.....	26
Table 6-1:	Conformity Results Summary	45

EXECUTIVE SUMMARY

This report presents the Conformity Analysis for the 2011 Federal Transportation Improvement Program (FTIP) and the 2011 Regional Transportation Plan (RTP). The Council of Fresno County Governments (Fresno COG) is the designated Metropolitan Planning Organization (MPO) in Fresno County, California, and is responsible for regional transportation planning.

The Clean Air Act Section 176(c) (42 U.S.C. 7506(c)) and U.S. Environmental Protection Agency (EPA) transportation conformity regulations (40 CFR 93 Subpart A) require that each new RTP and TIP be demonstrated to conform to the State Implementation Plan (SIP) before the RTP and TIP are approved by the MPO or accepted by the U.S. Department of Transportation (DOT). This analysis demonstrates that the criteria specified in the transportation conformity regulations for a conformity determination are satisfied by the 2011 FTIP and 2011 RTP; a finding of conformity is therefore supported. The 2011 FTIP and 2011 RTP and corresponding Conformity Analysis were approved by Fresno COG Policy Board on July 29, 2010. FHWA/FTA last issued a finding of conformity for the 2009 TIP and 2007 RTP, including amendments, on February 27, 2009.

The 2011 TIP and 2011 RTP have been financially constrained in accordance with the requirements of 40 CFR 93.108 and consistent with the U.S. DOT metropolitan planning regulations (23 CFR Part 450). A discussion of financial constraint and funding sources is included in the appropriate documents.

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

CONFORMITY REQUIREMENTS

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

The conformity regulation applies nationwide to “all nonattainment and maintenance areas for transportation-related criteria pollutants for which the area is designated nonattainment or has a maintenance plan” (40 CFR 93.102). Currently, the San Joaquin Valley (or portions thereof) is designated as nonattainment with respect to Federal air quality standards for ozone, and particulate matter under 2.5 microns in diameter (PM_{2.5}); and has a maintenance plan for particulate matter under 10 microns in diameter (PM₁₀), 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 Interagency Consultation Group to ensure Valley-wide coordination, communication and compliance with Federal and California Clean Air Act requirements. Each of the eight Valley MPOs and the San Joaquin Valley Unified Air Pollution Control District (Air District) are represented. The Federal Highway Administration (FHWA), Federal Transit Administration (FTA), the U.S. EPA, the California Air Resources Board (CARB) and Caltrans are also represented on the committee. The final determination of conformity for the TIP and RTP is the responsibility of FHWA, and FTA within the U.S. DOT.

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

CONFORMITY TESTS

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

RESULTS OF THE CONFORMITY ANALYSIS

A regional emissions analysis was conducted for the years 2011, 2012, 2014, 2017, 2018 (via interpolation), 2020, 2023, 2025 and 2035 for each applicable pollutant. All analyses were

conducted using the latest planning assumptions and emissions models. The major conclusions of Fresno COG Conformity Analysis are:

- For carbon monoxide, the total regional on-road vehicle-related emissions associated with implementation of the 2011 FTIP and the 2011 RTP 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 NO_x) associated with implementation of the 2011 FTIP and the 2011 RTP 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 NO_x) associated with implementation of the 2011 FTIP and the 2011 RTP for all years tested are either (1) projected to be less than the approved emissions budgets, or (2) less than the emission budgets using the approved PM-10 and NO_x trading mechanism for transportation conformity purposes from the *2007 PM-10 Maintenance Plan*. The conformity tests for PM-10 are therefore satisfied.
- For PM_{2.5}, the total regional on-road vehicle-related emissions associated with implementation of the 2011 FTIP and the 2011 RTP for the analysis years are projected to be less than the adequate emission budgets specified in the *2008 PM_{2.5} Plan*. The conformity tests for PM_{2.5} for both the 1997 and 2006 standards are therefore satisfied.
- The 2011 FTIP and the 2011 RTP will not impede and will support timely implementation of the TCMs that have been adopted as part of applicable air quality implementation plans. The current status of TCM implementation is documented in Chapter 4 of this report.
- Since the local SJVUAPCD procedures (e.g., Air District Rule 9120 Transportation Conformity) have not been approved by EPA, consultation has been conducted in accordance with Federal requirements.

REPORT ORGANIZATION

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

Appendix E includes public meeting documentation conducted on the 2011 FTIP and 2011 RTP and corresponding Conformity Analysis on May 27, 2010. Comments received on the conformity analysis and responses made as part of the public involvement process are included in Appendix F.

CHAPTER 1: FEDERAL AND STATE REGULATORY REQUIREMENTS

The criteria for determining conformity of transportation programs and plans under the Federal transportation conformity regulation (40 CFR Parts 51 and 93) and the applicable conformity tests for the San Joaquin Valley nonattainment areas are summarized in this section. The Conformity Analysis for the Draft 2011 Federal Transportation Improvement Program (TIP) and the Draft 2011 Regional Transportation Plan (RTP) was prepared based on these criteria and tests. Presented first is a review of the development of the applicable conformity regulation and guidance procedures, followed by summaries of conformity regulation requirements, air quality designation status, conformity test requirements, and analysis years for the Conformity Analysis.

The Council of Fresno County Governments (Fresno COG) is the designated Metropolitan Planning Organization (MPO) for Fresno County in the San Joaquin Valley. As a result of this designation, Fresno COG prepares the TIP, RTP, and associated conformity analyses. The TIP serves as a detailed four-year programming document for the preservation, expansion, and management of the transportation system. The 2011 RTP has a 2035 horizon that provides the long term direction for the continued implementation of the freeway/expressway plan, as well as improvements to arterial streets, transit, and travel demand management programs. The TIP and RTP include capacity enhancements to the freeway/expressway system commensurate with available funding.

A. FEDERAL AND STATE CONFORMITY REGULATIONS

CLEAN AIR ACT AMENDMENTS

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

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

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

FEDERAL RULE

The initial November 15, 1991 deadline for conformity criteria and procedures was partially completed through the issuance of supplemental interim conformity guidance issued on June 7, 1991 for carbon monoxide, ozone, and particulate matter ten microns or less in diameter (PM-10). EPA subsequently promulgated the Conformity Final Rule in the November 24, 1993 *Federal Register* (EPA, 1993). The 1993 Rule became effective on December 27, 1993. The Federal Transportation Conformity Final Rule has been amended several times from 1993 to 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, 2004a).

EPA issued a final rule on May 6, 2005 to add the following particulate matter 2.5 microns or less in diameter (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 the Federal Highway Administration (FHWA) published “Transportation Conformity Guidance for Qualitative Hot-Spot 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).

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

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 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 the Department of Transportation (DOT) conformity determination.

With respect to PM2.5, the Transportation Conformity Rule PM2.5 and PM10 Amendments published on March 24, 2010 effectively incorporates the “multi-jurisdictional” guidance directly into the rule.

EPA published a budget adequacy determination for the 2012 conformity budget contained in the 2008 PM2.5 Plan May 12, 2010, effective May 27, 2010. The Rule allows MPOs to make independent conformity determinations for their plans and TIPs as long as all of the other subareas in the nonattainment area have conforming transportation plans and TIPs in place at the time of each MPO and DOT conformity determination.

DISTRICT RULE

The San Joaquin Valley Unified Air Pollution Control District (Air District) adopted Rule 9120 Transportation Conformity on January 19, 1995 in response to requirements in Section 176(c)(4)(c) of the 1990 Clean Air Act Amendments. 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.

B. CONFORMITY REGULATION REQUIREMENTS

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

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

- 2) *Methods / Modeling:*

Latest Planning Assumptions — Section 93.110 specifies that conformity determinations must be based upon the most recent planning assumptions in force at the time the conformity analysis

begins. This is defined as “the point at which the MPO begins to model the impact of the proposed transportation plan or TIP on travel and/or emissions. New data that becomes available after an analysis begins is required to be used in the conformity determination only if a significant delay in the analysis has occurred, as determined through interagency consultation” (EPA, 2010b). All analyses for the Conformity Analysis were conducted using the latest planning assumptions and emissions models in force at the time the conformity analysis started in February 2010 (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 FHWA, Federal Transit Administration (FTA), EPA, Caltrans, CARB, and the Air District for review. Both the TIP and RTP are required to be publicly available and an opportunity for public review and comment is provided. The consultation process for the conformity analysis includes a 30-day comment period followed by a public meeting. However, the comment period for this conformity analysis was 45 days concurrent with the Draft 2011 TIP and RTP, and associated California Environmental Quality Act (CEQA) documents.

C. AIR QUALITY DESIGNATIONS APPLICABLE TO THE SAN JOAQUIN VALLEY

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

Fresno COG is located in the federally designated San Joaquin Valley Air Basin. The borders of the basin are defined by mountain and foothill ranges to the east and west. The northern border is consistent with the county line between San Joaquin and Sacramento Counties. The southern border is less defined, but is roughly bounded by the Tehachapi Mountains and, to some extent, the Sierra Nevada range. Conformity for the 2011 FTIP and RTP includes analysis of existing and future air quality impacts for each applicable pollutant.

The San Joaquin Valley is currently designated as nonattainment for the NAAQS for 8-hour ozone, and PM_{2.5}; and has a maintenance plan for 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. State Implementation Plans have been prepared to address carbon monoxide, ozone, PM-10 and PM_{2.5}:

- The 2004 Revision to the California State Implementation Plan for Carbon Monoxide was approved by EPA on November 30, 2005 (effective January 30, 2006).
- EPA published a budget adequacy determination for the 2011, 2014, and 2017 conformity budgets contained in the 2007 Ozone Plan on January 22, 2009, effective February 6, 2009.
- The 2007 PM-10 Maintenance Plan, which included revisions to the attainment plan, was approved (with minor technical corrections to the conformity budgets) by EPA on November 12, 2008.
- EPA published a budget adequacy determination for the 2012 conformity budget contained in the 2008 PM_{2.5} Plan May 12, 2010, effective May 27, 2010.

On November 13, 2009, EPA published Air Quality Designations for the 2006 24-hour PM_{2.5} standard, effective December 14, 2009. Nonattainment areas are required to meet the standard by 2014; transportation conformity applies by December 14, 2010. In the San Joaquin Valley, the 1997 standards (both 24-hour and annual) will continue to apply. It is important to note that the 2006 24-hour PM_{2.5} nonattainment area boundary for the San Joaquin Valley is exactly the same as the nonattainment area boundary for the 1997 annual standard.

D. CONFORMITY TEST REQUIREMENTS

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

Specific conformity test requirements established for the San Joaquin Valley nonattainment areas for 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. 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 30, 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 (NO_x) 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 published the notice of adequacy determination for the 2011, 2014, and 2017 budgets in the Federal Register on January 22, 2009, effective February 6, 2009.

The SJV was reclassified from a “Serious” nonattainment area for the 8-hour ozone standard to “Extreme” effective June 4, 2010. The 2007 Ozone Plan requested 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 adequate conformity budgets from Table 9.3 of the Plan are provided in the table below. These budgets will be used to compare to emissions resulting from the 2011 FTIP and RTP. CARB subsequently updated Madera County and San Joaquin County budgets; these updates are reflected in the table below.

Table 1-2:
Adequate Budgets from the 2007 Ozone Plan
(Summer tons/day)

County	2011		2014		2017	
	ROG	NOx	ROG	NOx	ROG	NOx
Fresno	15.5	47.9	12.9	37.2	11.1	29.1
Kern (SJV)	15.7	79.4	13.5	64.1	11.6	49.5
Kings	3.4	15.9	2.8	12.3	2.3	9.4
Madera	3.7	12.2	3.1	9.7	2.6	7.7
Merced	6.2	28.8	5.1	22.3	4.2	17.1
San Joaquin	12.1	34.7	10.1	27.8	8.6	21.3
Stanislaus	9.0	22.3	7.5	17.2	6.5	13.4
Tulare	9.2	20.9	7.7	16.6	6.7	13.1

PM-10

The 2007 PM-10 Maintenance Plan was approved (with minor technical corrections to the conformity budgets) 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 will be used to compare emissions for each analysis year. CARB subsequently updated the 2005 attainment 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 ^(a)	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

^(a) 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 (with minor technical corrections to the conformity budgets) 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. Please note that this includes both the 1997 standards and the 2006 24-hour standard (see discussion under Air Quality Designations Applicable to the San Joaquin Valley above).

The 2008 PM2.5 Plan contains motor vehicle emission budgets for PM2.5 and NOx established based on average annual daily emissions. The motor vehicle emissions budget for PM2.5 includes directly emitted PM2.5 motor vehicle emissions from tailpipe, brake wear and tire wear. VOC, SOx, ammonia, and dust (from paved roads, unpaved roads, and road construction) were found to be insignificant and not included in the motor vehicle emission budgets for conformity purposes. The conformity budgets from Table 7-2 of the Plan are provided below and will be used to compare emissions resulting from the 2011 FTIP and RTP.

The Clean Air Act requires all states to attain the 1997 PM2.5 standards as expeditiously as practicable beginning in 2010, but by no later than April 5, 2015. States must identify their attainment dates based on the rate of reductions from their control strategies and the severity of the PM2.5 problem. Modeling must be used to verify that the control strategy is as expeditious as practicable. The 2008 PM2.5 Plan shows that the San Joaquin Valley PM2.5 nonattainment area can attain the annual PM2.5 NAAQS in 2014. 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.

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

	2009		2012		2014	
County	PM2.5	NOx	PM2.5	NOx	PM2.5	NOx
Fresno	2.2	56.5	1.9	44.2	1.1	26.0
Kern (SJV)	3.4	87.7	3.0	74.2	1.4	41.6
Kings	0.7	17.9	0.6	14.6	0.3	8.1
Madera	0.6	14.1	0.5	11.4	0.3	6.7
Merced	1.5	33.6	1.2	26.7	0.6	14.8
San Joaquin	1.6	39.1	1.4	32.8	0.9	20.3
Stanislaus	1.0	25.8	0.9	20.8	0.5	12.4
Tulare	0.9	23.3	0.8	19.5	0.5	12.2

As noted above, the Transportation Conformity Rule PM2.5 and PM10 Amendments published on March 24, 2010 (effective April 23, 2010) allows 2006 PM2.5 areas with adequate or approved 1997 PM2.5 budgets to determine conformity for both of the NAAQS at the same time, using the budget test.

E. ANALYSIS YEARS

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

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

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

Table 1-5:
San Joaquin Valley Conformity Analysis Years

Pollutant	Budget Years¹	Attainment/ Maintenance Year	Intermediate Years	RTP Horizon Year
CO	NA	2018	2017/2025	2035
Ozone	2011/2014/2017	2023	2025	2035
PM-10	NA	2020	2025	2035
PM2.5	2012	2014	2017/2025	2035

Section 93.118(d)(2) indicates that the regional emissions analysis may be performed for any years in the time frame of the transportation plan provided they are not more than ten years apart and provided the analysis is performed for the attainment year (if it is in the time frame of the transportation plan) and the last year of the plan's forecast period. Emissions in years for which consistency with motor vehicle emissions budgets must be demonstrated, as required in paragraph (b) of this section (i.e., each budget year) may be determined by interpolating between the years for which the regional emissions analysis is performed. For CO, the analysis year 2018 will be interpolated from 2017 and 2025.

For PM2.5, the attainment year is 2014 for both the 1997 and 2006 Standards. 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. However, the submitted 2008 PM2.5 Plan shows that the San Joaquin Valley PM2.5 nonattainment area can attain the annual PM2.5 NAAQS in 2014. In addition, the attainment year for the 2006 PM2.5 areas will be 2014. Since this is the same attainment year as the 1997 standards noted above, no changes to the conformity analysis years are required.

¹ Budget years that are not in the time frame of the transportation plan are not included as analysis years (e.g., CO 2003 and 2010, Ozone 2008, PM-10 2005, PM2.5 2009), although they may be used to demonstrate conformity.

CHAPTER 2: LATEST PLANNING ASSUMPTIONS AND TRANSPORTATION MODELING

A. 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 February 2010. On January 21, 2010, a summary of transportation model updates and latest planning assumptions was transmitted to the San Joaquin Valley Interagency Consultation Group (IAC) for review and comment or concurrence. Both EPA and FHWA subsequently indicated that there were no comments or concerns regarding the summary and provided concurrence.

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 2009 for the 2003 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: Population is based on the 2006 California Department of Finance data. Projections: Population based on the Central California Futures Institute (CCFI) forecasts and updated Fresno County projections made by Fresno COG staff. On April 30, 2009 the Fresno COG Policy Board adopted both the base year and updated population projections for Fresno County	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 2003 InfoUSA data, 2006 California Employment Development Department information and local surveys. Projections: Updated employment projections for Fresno County based on InfoUSA data, California Employment Development Department information and updated Fresno County and projections made by Fresno COG staff. On April 30, 2009 the Fresno COG Policy Board adopted both the base year and updated employment projections for Fresno County.	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.
Traffic Counts	The transportation model was validated in 2009 to the 2003 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.
Vehicle Miles of Travel	The Fresno COG policy Board accepted the 2009 transportation model validation for the 2003 base year in April 2009.	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	Free flow speed data from a 2005 comprehensive speed study was incorporated in to our 2009 model update. 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.
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.

B. 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:

The population and assumptions for conformity analysis were reviewed by COG staff, recommended by our consultant, Dowling Associates, Inc., and approved by the COG Transportation Model Steering Committee, the Transportation Technical Committee, the Policy Advisory Committee and the COG Policy Board in April 2009.

Prior to 2000, our population data underlying the traffic model were always 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. At this point, the Fresno COG hired Dr. Joseph Penbera, a well-respected demographer/economist and executive director of the Central California Futures Institute (CCFI) at California State University, Fresno to prepare a forecast specifically for Fresno County. The DOF forecast is based on a statewide forecast with a predicted share by county.

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.

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. Documentation of these population projection findings is contained in the CCFI report, Population Forecast for Fresno County to 2025.

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 2035, by continuing the annual percentage trend forecast by the CCFI. These population projections were adopted by the Fresno COG Policy Board on April 30, 2009.

Fresno COG underwent a major land use update which was completed in 2009. New TAZ based population and employment data was developed for the year 2003. Census 2000 housing data and residential permits from 2000 to 2003 from all the jurisdictions were used to derive housing/population by TAZ; commercial business data from InfoUSA and employment numbers compiled by the California Employment Development Department was combined to estimate employment by TAZ. In addition, age and household income distribution by TAZ from Census 2000 was incorporated to help recalibration of the mode choice model.

Fresno COG staff consulted with local officials and planners about where and when the new development would occur by the future milestone years. Population and employment by TAZ was then redistributed with the same control totals maintained.

Employment data is based on InfoUSA, 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 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.

C. 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 2003 in April 2009. The Fresno COG regional traffic model is a four-step mode choice traffic model. It uses land use, socioeconomic, and road network data to estimate facility-specific roadway traffic volumes. The study area for the Fresno COG model covers all of Fresno County including the cities of Clovis, Coalinga, Firebaugh, Fowler, Fresno, Huron, Kerman, Kingsburg, Mendota, Orange Cove, Parlier, Reedley, San Joaquin, Sanger, and Selma. The county is divided up into approximately 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 2003 in 2009. The model was validated by comparing its estimates of 2003 traffic conditions with more than 2,000 peak and off peak traffic counts. The 2003 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.

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

SPEEDS

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

Supporting Documentation:

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

A comprehensive review of free flow speed data (including floating car speed studies) was conducted in 2005 and incorporated into our 2009 model update. In addition Fresno COG member agencies regularly conduct free flow speed surveys for various purposes. Such speed data was requested by Fresno COG during the latest model update and also incorporated in the model as input during the 2009 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 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 Urban Mass Transportation and Rural Area Public Transportation and Social Service Transportation in the 2011 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
7. 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 2009 by comparing its estimates of 2003 traffic conditions with 2003 traffic counts. The 2009 validation meets standard criteria for replicating total traffic volumes on various road types and for percent error on links. The 2009 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 2009 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 the Draft 2011 Federal Transportation Improvement Program (2011 FTIP) and 2011 Regional Transportation Plan (2011 RTP). Not all of the street and freeway projects included in the TIP/RTP qualify for inclusion in the highway network. Projects that call for study, design, 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.

D. 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
2011	1,011	406	23.6	N/A
2012	1,030	414	24.1	N/A
2014	1,068	429	25.2	N/A
2017	1,126	454	26.9	N/A
2020	1,186	480	28.3	6,647
2023	1,249	507	30.4	N/A
2025	1,290	526	31.6	6,859
2035	1,519	619	37.8	7,042

E. 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 (http://www.arb.ca.gov/msei/onroad/latest_version.htm). 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.

F. 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 2008 PM2.5 Plan that reduce mobile source emissions and are included in the conformity demonstration are shown in Table 2-5.

Table 2-5
2008 PM2.5 Plan Measures Assumed in the Conformity Analysis

Measure Description	Pollutants
ARB Adopted State and Local Measures not included in EMFAC 2007	Annual PM2.5 Annual NOx

NOTE: While the ARB 2007 State Strategy included in the Draft State Strategy was included in the 2008 PM2.5 Plan and conformity budgets, it is 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.

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. 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 2007 PM-10 Maintenance Plan only affects diesel vehicle exhaust. 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. CARB 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 TIP or RTP are consistent with the applicable SIP, which include:

- The 2004 Revision to the California State Implementation Plan for Carbon Monoxide was approved by EPA on November 30, 2005 (effective January 30, 2006).
- EPA published a budget adequacy determination for the 2011, 2014, and 2017 conformity budgets contained in the 2007 Ozone Plan on January 22, 2009, effective February 6, 2009.
- The 2007 PM-10 Maintenance Plan, which included revisions to the attainment plan, was approved (with minor technical corrections to the conformity budgets) by EPA on November 12, 2008.
- EPA published a budget adequacy determination for the 2012 conformity budgets contained in the 2008 PM2.5 Plan may 12, 2010, effective May 27, 2010.

The conformity regulation requirements for the selection of the horizon years are summarized in Chapter 1; regional emissions have been estimated for the horizon years summarized in Table 1-5.

A. 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 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.

B. 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/>). CARB 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 VMT information is used for each road class to prepare the emission estimates.

CALCULATION OF REENTRAINED DUST FROM UNPAVED ROAD TRAVEL

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

CALCULATION OF PM-10 FROM ROADWAY CONSTRUCTION

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

PM-10 TRADING MECHANISM

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

C. PM_{2.5} APPROACH

1997 Standard - EPA and FHWA have indicated that areas violating both the annual and 24-hour standards for PM_{2.5} must address both standards in the conformity determination. The San Joaquin Valley currently violates both standards, and the conformity determination includes both analyses.

EPA issued guidance for creating annual on-road mobile source emission inventories for PM_{2.5} in August 2005 (EPA, 2005b). The guidance indicates that all areas currently designated nonattainment for PM_{2.5} are violating the annual standard for the pollutant. Therefore, in order to be consistent with the standard, PM_{2.5} nonattainment areas must develop annual emission inventories for the purpose of developing SIP budgets and demonstrating transportation conformity.

2006 Standard – EPA published 2006 24-hour PM_{2.5} standard Nonattainment area designations on November 13, 2009 with an effective date of December 14, 2009. Conformity to the 2006 24-hour PM_{2.5} standard will apply December 14, 2010. The 1997 standards will continue to apply as they were not revoked. It is important to note that the 2006 24-hour PM_{2.5} nonattainment area boundary for the San Joaquin Valley is exactly the same as the nonattainment area boundary for the 1997 annual standard.

The following PM_{2.5} approach addresses both the 1997 standards and the 2006 24-hour standard

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 PM_{2.5} and NO_x from motor vehicles for an annual average day that will provide the information for both the annual and 24-hour PM_{2.5} standards.

EPA guidance indicates that State and local agencies need to consider whether VMT varies during the year enough to affect PM_{2.5} annual emission estimates. The availability of seasonal or monthly VMT data and the corresponding variability of that data need to be evaluated.

PM_{2.5} 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 PM_{2.5} emission estimates.

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

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

The SJV MPOs believe that the average annual day calculated from the current traffic models and 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.

The San Joaquin Valley 2008 PM_{2.5} Plan has been developed and EPA published a budget adequacy determination for the conformity budgets (effective May 27, 2010). The annual inventory methodology contained in the plan and used to establish emissions budgets is consistent with the methodology used herein. The regional emissions analyses in PM_{2.5} nonattainment

areas must consider directly emitted PM_{2.5} 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, NO_x emissions are included; however, VOC, SO_x, and ammonia emissions are not.

1997 Standard – The 2008 PM_{2.5} Plan contains motor vehicle emission budgets for PM_{2.5} and NO_x established based on average annual daily emissions. The motor vehicle emissions budget for PM_{2.5} includes directly emitted PM_{2.5} motor vehicle emissions from tailpipe, brake wear and tire wear. VOC, SO_x, ammonia, and dust (from paved roads, unpaved roads, and road construction) were found to be insignificant and not included in the motor vehicle emission budgets for conformity purposes.

2006 Standard – In accordance with Transportation Conformity Rule PM_{2.5} and PM₁₀ Amendments published on March 24, 2010 (effective April 23, 2010) for 2006 PM_{2.5} NAAQS Nonattainment areas, if a 2006 PM_{2.5} area has adequate or approved SIP budgets that address the 1997 standards, it must use the budget test to determine conformity for both of the NAAQS at the same time.

D. SUMMARY OF PROCEDURES FOR REGIONAL EMISSIONS ESTIMATES

Step-by-step air quality modeling procedures, including instructions, references and controls, for the Conformity Analysis were provided for Interagency Consultation and reviewed at an Interagency Consultation Workshop; no comments were received and concurrence was received from EPA, CARB, and the Air District. In addition, documentation of the conformity analysis is provided in Appendix C, including:

- 2011 adjust_vmt Spreadsheet
- 2011 Conformity EMFAC Spreadsheet
- 2011 Conformity Paved Road Spreadsheet
- 2011 Conformity Unpaved Road Dust Spreadsheet
- 2011 Conformity Construction Spreadsheet
- 2011 Conformity Trading Spreadsheet
- 2011 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.

A. TRANSPORTATION CONFORMITY REGULATION REQUIREMENTS FOR TCMs

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

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

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

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

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

- (i) programs for improved public transit;
- (ii) restriction of certain roads or lanes to, or construction of such roads or lanes for use by, passenger buses or high occupancy vehicles;
- (iii) employer-based transportation management plans, including incentives;
- (iv) trip-reduction ordinances;
- (v) traffic flow improvement programs that achieve emission reductions;
- (vi) fringe and transportation corridor parking facilities serving multiple occupancy vehicle programs or transit service;

- (vii) programs to limit or restrict vehicle use in downtown areas or other areas of emission concentration particularly during periods of peak use;
- (viii) programs for the provision of all forms of high-occupancy, shared-ride services;
- (ix) programs to limit portions of road surfaces or certain sections of the metropolitan area to the use of non-motorized vehicles or pedestrian use, both as to time and place;
- (x) programs for secure bicycle storage facilities and other facilities, including bicycle lanes, for the convenience and protection of bicyclists, in both public and private areas;
- (xi) programs to control extended idling of vehicles;
- (xii) programs to reduce motor vehicle emissions, consistent with title II, which are caused by extreme cold start conditions;
- (xiii) employer-sponsored programs to permit flexible work schedules;
- (xiv) programs and ordinances to facilitate non-automobile travel, provision and utilization of mass transit, and to generally reduce the need for single occupant vehicle travel, as part of transportation planning and development efforts of a locality, including programs and ordinances applicable to new shopping centers, special events, and other centers of vehicle activity;
- (xv) programs for new construction and major reconstructions of paths, tracks or areas solely for the use by pedestrian or other non-motorized means of transportation when economically feasible and in the public interest. For purposes of this clause, the Administrator shall also consult with the Secretary of the Interior; and
- (xvi) program to encourage the voluntary removal from use and the marketplace of pre-1980 model year light duty vehicles and pre-1980 model light duty trucks.

TCM REQUIREMENTS FOR A TRANSPORTATION PLAN

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

“(1) The transportation plan, in describing the envisioned future transportation system, provides for the timely completion or implementation of all TCMs in the applicable implementation plan which are eligible for funding under Title 23 U.S.C. or the Federal Transit Laws, consistent with schedules included in the applicable implementation plan.

(2) Nothing in the transportation plan interferes with the implementation of any TCM in the applicable implementation plan.”

TCM REQUIREMENTS FOR A TRANSPORTATION IMPROVEMENT PROGRAM

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

“(1) An examination of the specific steps and funding source(s) needed to fully implement each TCM indicates that TCMs which are eligible for funding under title 23 U.S.C. or the Federal Transit Laws are on or ahead of the schedule established in the applicable implementation plan, or, if such TCMs are behind the schedule established in the applicable implementation plan, the MPO and DOT have determined that past obstacles to

implementation of the TCMs have been identified and have been or are being overcome, and that all State and local agencies with influence over approvals or funding for TCMs are giving maximum priority to approval or funding of TCMs over other projects within their control, including projects in locations outside the nonattainment or maintenance area;

(2) If TCMs in the applicable implementation plan have previously been programmed for Federal funding but the funds have not been obligated and the TCMs are behind the schedule in the implementation plan, then the TIP cannot be found to conform:

- if the funds intended for those TCMs are reallocated to projects in the TIP other than TCMs, or
- if there are no other TCMs in the TIP, if the funds are reallocated to projects in the TIP other than projects which are eligible for Federal funding intended for air quality improvement projects, e.g., the Congestion Mitigation and Air Quality Improvement Program;

(3) Nothing in the TIP may interfere with the implementation of any TCM in the applicable implementation plan.”

B. APPLICABLE AIR QUALITY IMPLEMENTATION PLANS

Only transportation control measures from applicable implementation plans for the San Joaquin Valley region are required to be updated for this analysis. For 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 30, 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.

C. IDENTIFICATION OF 2002 RACM THAT REQUIRE TIMELY IMPLEMENTATION DOCUMENTATION

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

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

In addition, the RTPA Commitment Document, Volume Three, dated April 2003 (PM-10 BACM) was reviewed, using the Summary of Commitments table. Commitments that contain

specific Congestion Mitigation and Air Quality (CMAQ) funding for the purchase and/or operation of street sweeping equipment have been identified. Only one commitment (Fresno - City of Reedley) was identified.

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

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

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

The Project TID table that was prepared at the request of FHWA for the 2004 Conformity Analysis has been updated in each subsequent conformity analysis (e.g., 8-hour, PM_{2.5}, 2007 and 2009 TIP). This documentation has been updated as part of this Conformity Analysis. A summary of this information is provided in Appendix D.

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

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

D. TCM FINDINGS FOR THE TIP AND REGIONAL TRANSPORTATION PLAN

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

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

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

In May 2003, the San Joaquin Valley MPO Executive Directors committed to conduct feasibility analyses as part of each new RTP in support of the 2003 PM-10 Plan. This commitment was retained in the 2007 PM-10 Maintenance Plan. In accordance with this commitment, Fresno COG undertook a process to identify and evaluate potential control measures that could be included in the 2011 RTP. The analysis of additional measures included verification of the feasibility of the measures in the PM-10 Plan BACM analysis, as well as an analysis of new PM-10 commitments from other PM-10 nonattainment areas.

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

The local government control measures considered in the 2003 PM-10 Plan BACM analysis that were considered for inclusion in the 2011 RTP included:

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

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

With the adoption of each new RTP, the MPOs will consider the feasibility of these measures, as well as identify any other new PM-10 measures that would be relevant to the San Joaquin Valley. Fresno COG also considered PM-10 commitments from other PM-10 nonattainment areas that had been developed since the previous RTP was approved. Federal websites were reviewed for any PM-10 plans that have been adopted since 2007. New PM-10 plans were developed for

Imperial County and Owens Valley (California), Maricopa County and Miami (Arizona), and the Municipality of Guaynabo (Puerto Rico).

Only the Maricopa County PM-10 plan contained any new measures for possible inclusion in the 2011 RTP. In December 2007, the Maricopa Association of Governments (MAG) developed the "Five Percent Plan for PM-10 for the Maricopa County Nonattainment Area," which contained commitments to reduce PM-10 emissions. The MAG PM-10 Plan contains one new commitment applicable to the San Joaquin Valley, which indicates that the Arizona Department of Transportation (ADOT) would commit to repaving or overlaying paved roads with rubberized asphalt that reduces PM-10 emissions by reducing vehicle tire wear. Overlaying freeways with rubberized asphalt is part of ADOT's "Quiet Pavement" program to mitigate highway noise. Rubberized asphalt also affects PM-10 emissions, as PM-10 emissions rates from tire wear on rubberized asphalt are 30 to 50 percent lower than on Portland Cement Concrete. Therefore, the ADOT program continues with multiple purposes, which are to reduce PM-10 emissions and to mitigate noise. Therefore, as part of the 2011 RTP, Fresno COG will also consider a commitment to "Repave or overlay paved roads with rubberized asphalt".

Based on consultation with CARB and the Air District, Fresno COG considered priority funding allocations in the 2011 RTPs for PM-10 and NOx emission reduction projects in the post-attainment year timeframe that go beyond the emission reduction commitments made for the attainment year 2010 for the following four measures:

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

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

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

gas Portland Cement Concrete which may be preferable to rubberized asphalt for greenhouse gas reduction.

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

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

CHAPTER 5: INTERAGENCY CONSULTATION

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

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

A. INTERAGENCY CONSULTATION

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

The interagency consultation process for the 2011 TIP, RTP, CEQA document, and corresponding Conformity Analysis began on the May 28, 2009 IAC conference call with a discussion of the timeline and approach. CEQA status reports were discussed, as well as the

requirements and outline of approach to address AB 32 and SB 375. In September 2009, it was reported that the Director recommended approach to address AB 32 / SB 375 was distributed for IAC and then presented to Policy Council in June; no questions or comments were received). In December 2009, it was reported that the PM Control Measure task and CMAQ tasks were completed. The former involved, identifying potential long-term PM-10 Control Measures that must be evaluated as part of the RTP. A summary was provided for IAC prior to application by the MPOs; no substantive comments were received. The latter involved a review of the CMAQ policy and cost-effectiveness threshold. No updates to the policy were recommended and the existing threshold was maintained. A summary was provided for IAC prior to application by the MPOs; concurrence was received from the Air District, EPA, and FHWA.

In March 2010, it was reported that the Draft Transportation Model Summary & Latest Planning Assumptions were transmitted for IAC and concurrence was received from FHWA & EPA. In addition, the Draft Conformity Analysis Years were transmitted for IAC and concurrence was received from FHWA & EPA. The Draft Conformity Procedures were also transmitted for IAC and concurrence from EPA, CARB & Air District was received.

The SJV MPOs committed to a more coordinated approach and improved documentation valley-wide for the development of the 2011 TIP/RTP in response to meetings with Caltrans and FHWA. Conducting workshops to review the status of document development, including best practices and discussion of issues that need to be addressed was part of that commitment. The first workshop was conducted in August 2009. Topics generally included: schedule, CEQA document development, RTP Performance Evaluation, RTP Revenue & Cost Analysis, and Congestion Management Process (CMP) Updates. A second workshop was conducted in February 2010. At this workshop, roundtable discussions were conducted with Caltrans and FHWA to review the individual MPO Draft TIP and RTP project lists. Transportation conformity was reviewed, including latest planning assumptions, procedures, and analysis years. Individual MPO public outreach efforts were also discussed.

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 November 2009 through February 2010, Fresno COG solicited project-specific input from local jurisdictions. Using this information, Fresno COG refined the projects, transportation model, and other planning decisions.

The Draft 2011 TIP, RTP, CEQA document, and corresponding Conformity Analysis were released on April 30, 2010 for a 45-day public comment period, followed by Board adoption in July 2010. Federal approval of the 2011 TIP and Conformity Analysis is anticipated by December 14, 2010.

B. PUBLIC CONSULTATION

In general, agencies making conformity determinations shall establish a proactive public involvement process that provides opportunity for public review and comment on a conformity determination for 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 are the subject of a public notice and 30 day review period prior to adoption. However, the comment period for this conformity analysis was 45 days concurrent with the public review of the Draft 2011 TIP and RTP, and associated CEQA documents. 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 NO_x), PM-10 and PM_{2.5}. 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/NO_x), PM-10 (PM-10/NO_x), and PM_{2.5} (PM_{2.5}/NO_x) 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 2017 are less than the 2010 emissions budgets and 2018, 2025, and 2035 are less than the 2018 emissions budget. The TIP/RTP therefore satisfy 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 NO_x for an average summer (ozone) season day. EPA published a budget adequacy determination for the 2011, 2014, and 2017 conformity budgets in the Federal Register on January 22, 2009, effective February 6, 2009. The modeling results for all analysis years indicate that the on-road vehicle ROG and NO_x emissions predicted for each of the “Build” scenarios are less than the emissions budgets. The TIP/RTP therefore satisfy the conformity emissions test for volatile organic compounds and nitrogen oxides.

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 (with minor technical corrections to the conformity budgets) 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 budget for 2020. The TIP/RTP therefore satisfy the conformity emissions tests for PM-10.

1997 Standards: For PM2.5, the applicable conformity test is the emission budget test, using budgets established in the 2008 PM2.5 Plan. EPA published a budget adequacy determination for the 2012 conformity budget contained in the 2008 PM2.5 Plan May 12, 2010, effective May 27, 2010. The modeling results for all analysis years indicate that the on-road vehicle PM2.5 and NOx emissions predicted for the “Build” scenarios are less than the emissions budget. The TIP/RTP therefore satisfy the conformity emissions test for PM2.5 and nitrogen oxides.

2006 Standard: In accordance with Transportation Conformity Rule PM2.5 and PM10 Amendments published on March 24, 2010 (effective April 23, 2010) for 2006 PM2.5 NAAQS Nonattainment areas, if a 2006 PM2.5 area has adequate or approved SIP budgets that address the 1997 standards, it must use the budget test. For PM2.5, the applicable conformity test is the emission budget test, using budgets established in the 2008 PM2.5 Plan. EPA published a budget adequacy determination for the 2012 conformity budget contained in the 2008 PM2.5 Plan May 12, 2010, effective May 27, 2010. The modeling results for all analysis years indicate that the on-road vehicle PM2.5 and NOx emissions predicted for the “Build” scenarios are less than the emissions budget. The TIP/RTP therefore satisfy the conformity emissions test for PM2.5 and nitrogen oxides.

As all requirements of the Transportation Conformity regulation have been satisfied, a finding of conformity for the Draft 2011 Federal Transportation Improvement Program and the 2011 Regional Transportation Plan is supported.

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

Pollutant	Scenario	Emissions Total		DID YOU PASS?	
Carbon Monoxide		CO (tons/day)		CO	
	2010 Budget	240			
	2017	84		YES	
	2018 Budget	240			
	2018	81		YES	
	2025	59		YES	
	2035	54		YES	
Ozone		ROG (tons/day)	NOx (tons/day)	ROG	NOx
	2011 Budget	15.5	47.9		
	2011	15.3	47.6	YES	YES
	2014 Budget	12.9	37.2		
	2014	12.7	36.8	YES	YES
	2017 Budget	11.1	29.1		
	2017	10.9	28.7	YES	YES
	2023	8.8	19.6	YES	YES
	2025	8.4	17.9	YES	YES
	2035	7.3	15.4	YES	YES
PM-10		PM-10 (tons/day)	NOx (tons/day)	PM-10	NOx
	Adjusted 2020 Budget	16.1	23.2		
	2020	15.1	23.1	YES	YES
	Adjusted 2020 Budget	16.4	22.8		
	2025	16.4	18.2	YES	YES
	Adjusted 2020 Budget	18.9	19.0		
	2035	18.9	15.6	YES	YES
1997 PM2.5 24-Hour & Annual Standards and 2006 24-Hour Standard		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
	2012 Budget	1.9	44.2		
	2012	1.8	43.8	YES	YES
	2014	1.6	36.9	YES	YES
	2017	1.4	28.6	YES	YES
	2025	1.2	17.6	YES	YES
	2035	1.3	15.0	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. 2004a. 40 CFR Part 93. *Transportation Conformity Rule Amendments for the New 8-hour Ozone and PM_{2.5} 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. 2005a. *Transportation Conformity Rule Amendments for the New PM_{2.5} National Ambient Air Quality Standards: PM_{2.5} Precursors; Final Rule*. U.S. Environmental Protection Agency. Federal Register, May 6, 2005, Vol. 70, No. 87, p. 24280.

EPA. 2005b. *Guidance for Creating Annual On-Road Mobile Source Emission Inventories for PM_{2.5} Nonattainment Areas for Use in SIPs and Conformity*. U.S. Environmental Protection Agency. EPA420-B-05-008. August 2005

EPA, 2008. 40 CFR Parts 51 and 93. *Transportation Conformity Rule Amendments To Implement Provisions Contained in the 2005 Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU); Final Rule*. Federal Register, January 24, 2008, Vol. 73, No. 16, p. 4420.

EPA, 2010a. 40 CFR Part 93..*Transportation Conformity Rule PM_{2.5} and PM₁₀ Amendments; Final Rule*. Federal Register, March 24, 2010, Vol. 75, No. 56, p. 14260.

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

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

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

APPENDIX A

CONFORMITY CHECKLIST

CONFORMITY ANALYSIS DOCUMENTATION

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 Page 7	
§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. Page 1	
§93.104 (e)	If the conformity determination is being made to meet the timelines included in this section, document when the new motor vehicle emissions budget was approved or found adequate.	N/A	
§93.106 (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 Page 22, App. B	
§93.108	Document that the TIP/RTP is financially constrained (23 CFR 450).	E.S. Page 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 Page 8	
§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 Page 14	
USDOT/EP A 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 Page 14	
§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.	Ch. 2 Page 21	

40 CFR	Criteria	Page	Comments
	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.		
§93.111	Document the use of the latest emissions model approved by EPA.	Ch. 3 Page 27	
§93.112	Document fulfillment of the interagency and public consultation requirements outlined in a specific implementation plan according to §51.390 or, if a SIP revision has not been completed, according to §93.105 and 23 CFR 450. Include documentation of consultation on conformity tests and methodologies as well as responses to written comments.	Ch. 5 Page 40	
§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 Page 35, 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) ⁱ	<u>For areas with SIP budgets:</u> 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 Page 45	
§93.118 (b)	Document for which years consistency with motor vehicle emissions budgets must be shown.	Ch. 1 Page 13	
§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 Page 45	
§93.119 ⁱ	<u>For areas without applicable SIP budgets:</u> 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.	N/A	
§93.119 (g)	Document the use of the appropriate analysis years in the regional emissions analysis for areas without applicable SIP budgets.	Ch. 1 Page 13	
§93.119 (h,i)	Document how the baseline and action scenarios are defined for each analysis year.	Ch. 3 Page 31	
§93.122 (a)(1)	Document that all regionally significant federal and non-Federal projects in the nonattainment/maintenance area are explicitly	Ch. 2 Page 22, App B	

40 CFR	Criteria	Page	Comments
	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		
§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 Act requires the program (indicate applicable date). Discuss the implementation status of these programs and the associated emissions credit for each analysis year.	Ch. 2 Page 24	
§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 Page 21	
§93.122 (b)(1)(ii) ²	Document the land use, population, employment, and other network-based travel model assumptions.	Ch. 2 Page 16	
§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 Page 16	
§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 Page 20	
§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 Page 18	
§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 Page 18	
§93.122	Document that reasonable methods were used to	Ch. 2	

40 CFR	Criteria	Page	Comments
(b)(2) ²	estimate traffic speeds and delays in a manner sensitive to the estimated volume of travel on each roadway segment represented in the travel model.	Page 20	
§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 Page 21	
§93.122 (d)	In areas not subject to §93.122(b), document the continued use of modeling techniques or the use of appropriate alternative techniques to estimate vehicle miles traveled	N/A	
§93.122 (e, f)	Document, in areas where a SIP identifies construction-related PM10 or PM2.5 as significant pollutants, the inclusion of PM10 and/or PM2.5 construction emissions in the conformity analysis.	Ch. 3 Page 28	
§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 Page 23, 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

TRANSPORTATION 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

FTIP REPORT (DOLLAR AMOUNTS IN \$000s) AS OF 4/19/2010

AGENCY	MPO ID	PROJECT TITLE	STREET NAME	PROJECT LIMITS	ESTIMATED TOTAL PROJECT COST	EXEMPTION CATEGORY	EXEMPT CATEGORY
ARC Fresno	FRE095328	Bus Purchase				Mass Transit - Purchase new buses and rail cars to replace	
Caltrans	FRE021109	SR 180: Clovis to Temperance Landscape Project	180	From:Clovis Ave To:Locan	\$114 exist.	Other - Plantings, landscaping, etc.	2.1
Caltrans	FRE040401	Lump-Sum HES/ HSIP		From:N/A To:N/A Dist:N/A	\$6,945	Safety - Safety Improvement Program.	4.09
Caltrans	FRE040501	Lump-Sum Highway Bridge Replacement/Rehabilitation Program		From:N/A To:N/A	\$12,128	Safety - Non capacity widening or bridge reconstruction.	1.06
Caltrans	FRE070801	Emergency Repair Program Lump-Sum		From:N/A To:N/A	\$68,143	Safety - Emergency Relief (23 U.S.C. 125).	1.19
Caltrans	FRE111330	SR 180 West-Passing Lanes	180	From:Yuba To:James	\$150	Non-Exempt	1.12
Caltrans	FRE111349	SR 269 Bridge @ SR 109	269	From:N/A To:N/A	\$11,782	Safety - Non capacity widening or bridge reconstruction.	0
Central Unified School District	FRE070101	CNG School Bus- Central Unified		From:N/A To:N/A Dist:N/A	\$34,329	Mass Transit - Purchase new buses and rail cars to replace exist.	2.1
Clovis Unified School District	FRE070105	CNG School Buses-Clovis Unified		From:N/A To:N/A Dist:N/A	\$2,317	Mass Transit - Purchase new buses and rail cars to replace exist.	2.1
Clovis, City of	FRE020105	Traffic Flow Improvements		From:N/A To:N/A Dist:N/A	\$3,133	Other - Intersection signalization projects.	5.02
Clovis, City of	FRE020106	Traffic Signal Synchronization		From:N/A To:N/A Dist:N/A	\$1,129	Other - Traffic signal synchronization projects.	5.07
Clovis, City of	FRE041812	Enterprise Canal Trail	various	From:various To:various Dist:.25	\$1,036	Other - Transportation enhancement activities.	4.12
Clovis, City of	FRE070603	Road Repair Along Peach Ave.	Peach	From:Alluvial To:Tegue Dist:1.0	\$260	Safety - Pavement resurfacing and/or rehabilitation.	1.1
Clovis, City of	FRE070604	Road Repair Along Shaw	Shaw	From:Peach To:Minnewawa Dist:.5	\$807	Safety - Pavement resurfacing and/or rehabilitation.	1.1
Clovis, City of	FRE071801	Trail Head & Trail Improvements	Sunnyside	From:Sunnyside To:Shepherd Dist:N/A	\$1,036	Air Quality - Bicycle and pedestrian facilities.	3.02
Clovis, City of	FRE090101	Herndon Avenue Traffic Flow Improvements	Herndon	From:Willow To:Temperance Dist:3.5	\$1,772	All Projects - Intersection signalization projects at individual intersections.	5.02
Clovis, City of	FRE090102	Clovis Avenue Shoulder Improvements	Clovis	From:Santa Ana To:Gettysburg Dist:.25	\$618	Safety - Shoulder Improvements.	1.04
Clovis, City of	FRE090103	Nees Avenue-Sunnyside to Armstrong: Shoulder Improvements	Nees	From:Sunnyside To:Armstrong Dist:1.0	\$146	Safety - Shoulder Improvements.	1.04
Clovis, City of	FRE090104	Shaw at DeWolf Traffic Flow Improvements	N/A	Intersection From:Shaw To:DeWolf Dist:N/A	\$339	All Projects - Intersection signalization projects at individual intersections.	5.02
Clovis, City of	FRE090622	Alluvial Avenue Rehabilitation	Alluvial Ave.	From:Clovis To:Minnewawa Dist:N/A	\$622	Safety - Pavement resurfacing and/or rehabilitation.	1.1
Clovis, City of	FRE090623	Ashlan Avenue Rehabilitation	Ashlan ave.	From:Fowler To:Claremont Dist:N/A	\$449	Safety - Pavement resurfacing and/or rehabilitation.	1.1
Clovis, City of	FRE092525	Road Rehabilitation/Addition of Minor Asphalt Pavement at Sierra from Fowler to Temperance	Sierra Street	From:Fowler Ave. To:Temperance Ave. Dist:1.0	\$466	Safety - Pavement resurfacing and/or rehabilitation.	1.1

AGENCY	MPO ID	PROJECT TITLE	STREET NAME	PROJECT LIMITS	ESTIMATED TOTAL PROJECT COST	EXEMPTION CATEGORY	EXEMPT CATEGORY
Clovis, City of	FRE092526	Road Rehabilitation on Shaw from Clovis to Sunnyside	Shaw Ave	From:Clovis ave. To:Sunnyside Dist:N/A	\$616	Safety - Pavement resurfacing and/or rehabilitation.	1.1
Clovis, City of	FRE092606	Clovis - Lump-Sum Various AC Overlays/Reconstruction on Eligible Routes.		From:N/A To:N/A Dist:N/A	\$0	Safety - Pavement resurfacing and/or rehabilitation.	1.1
Clovis, City of	FRE110101	Ashlan/Armstrong Traffic Flow Improvements	N/A	Intersection From:Ashlan To:Armstrong Dist:N/A	\$220	Other - Intersection signalization projects.	5.02
Clovis, City of	FRE110102	Clovis/Gettysburg Traffic Flow Improvements	N/A	Intersection From:Clovis Ave To:Gettysburg Ave Dist:N/A	\$247	Other - Intersection signalization projects.	5.02
Clovis, City of	FRE110103	Shepherd/Minnewawa Traffic Flow Improvements	N/A	Intersection From:Shepherd Ave To:Minnewawa Ave Dist:N/A	\$654	Other - Intersection signalization projects.	5.02
Clovis, City of	FRE110125	Temperance Avenue Traffic Flow Improvements	Temperance Ave	From:Shaw Ave To:Herndon Ave Dist:2.0	\$453	Other - Traffic signal synchronization projects.	5.07
Clovis, City of	FRE110126	Clovis/Nees Traffic Flow Improvements	N/A	Intersection From:Clovis Ave To:Nees Ave Dist:N/A	\$355	Other - Intersection signalization projects.	5.02
Clovis, City of	FRE110613	Alluvial Avenue-Clovis to Sunnyside: Rehabilitation	Alluvial Avenue	From:Clovis Ave To:Sunnyside Ave Dist:N/A	\$473	Safety - Pavement resurfacing and/or rehabilitation.	1.1
Clovis, City of	FRE110614	Clovis Avenue Rehabilitation	Clovis Avenue	From:Herndon Ave To:Alluvial Ave Dist:.50	\$658	Safety - Pavement resurfacing and/or rehabilitation.	1.1
Clovis, City of	FRE111337	Alluvial Avenue-Fowler to McKelvy: Install Shoulder	Alluvial Avenue	From:Fowler To:McKelvy Dist:.25	\$330	Safety - Shoulder Improvements.	1.04
Coalinga, City of	FRE020108	Monterey Avenue Paved Shoulders		From:N/A To:N/A Dist:N/A	\$102	Air Quality - Bicycle and pedestrian facilities.	3.02
Coalinga, City of	FRE020605	Various AC Overlays/Reconstruction Planning, Programming and Monitoring		From:N/A To:N/A Dist:N/A	\$274	Safety - Pavement resurfacing and/or rehabilitation.	1.1
Council of Fresno County Governments	FRE001101			From:N/A To:N/A Dist:N/A	\$2,810	Other - Non construction related activities.	4.01
Firebaugh, City of	FRE110140	Poso Canal Pedestrian/Bike Route A/C Overlays, Curb, Gutter and Sidewalks	Q Street & Poso Canal	From:9th St To:Maldonado Park Dist:N/A	\$330	Air Quality - Bicycle and pedestrian facilities.	3.02
Fowler, City of	FRE020610		various	From:various To:various Dist:N/A	\$300	Safety - Pavement resurfacing and/or rehabilitation.	1.1
Fowler, City of	FRE070106	Class II Bicycle Lanes	e/side of Fowler Ave. & s/side of Adams Ave.	From:various To:various Dist:N/A	\$266	Air Quality - Bicycle and pedestrian facilities.	3.02
Fowler, City of	FRE071803	Merced Street Improvements	Merced Street	From:3rd Street To:5th Street Dist:N/A	\$203	Other - Transportation enhancement activities.	4.12
Fowler, City of	FRE090123	Golden State Corridor Bicycle / Pedestrian Trail	Golden State Corridor	From:unknown To:unknown Dist:N/A	\$280	Air Quality - Bicycle and pedestrian facilities.	3.02
Fresno Area Express (FAX)	FRE021501	Section 5307 Planning Projects			\$3,050	Other - Non construction related activities.	4.01
Fresno Area Express (FAX)	FRE021502	Various Planning Projects			\$2,847	Mass Transit - Transit operating assistance.	2.01
Fresno Area Express (FAX)	FRE021503	Section 5307 Preventive Maintenance			\$39,531	Mass Transit - Transit operating assistance.	2.01
Fresno Area Express (FAX)	FRE021504	Contracted Paratransit			\$19,028	Mass Transit - Transit operating assistance.	2.01
Fresno Area Express (FAX)	FRE021505	Capital Lease-Handy Ride			\$604	Mass Transit - Transit operating assistance.	2.01
Fresno Area Express (FAX)	FRE021506	Capital Lease			\$1,513	Mass Transit - Transit operating assistance.	2.01

AGENCY	MPO ID	PROJECT TITLE	STREET NAME	PROJECT LIMITS	ESTIMATED TOTAL PROJECT COST	EXEMPTION CATEGORY	EXEMPT CATEGORY
Fresno Area Express (FAX)	FRE021510	Transit Enhancements			\$3,989	Mass Transit - Construction of small passenger shelters and information kiosks.	2.07
Fresno Area Express (FAX)	FRE022005	Vehicle Purchase			\$6,615	Mass Transit - Purchase new buses and rail cars to replace exist.	2.1
Fresno Area Express (FAX)	FRE041403	Circulator Program			\$1,200	Mass Transit - Purchase new buses and rail cars to replace exist.	2.1
Fresno Area Express (FAX)	FRE041404	Intermodal Facility			\$1,000	All Projects - Bus terminals and transfer points.	5.06
Fresno Area Express (FAX)	FRE070120	CNG Buses			\$10,267	Mass Transit - Purchase new buses and rail cars to replace exist.	2.1
Fresno Area Express (FAX)	FRE070122	Increased Route Frequency			\$11,983	Other - Non construction related activities.	4.01
Fresno Area Express (FAX)	FRE090111	Transit Signal Prioritization			\$1,566	Mass Transit - Power, signal, and communications systems.	2.06
Fresno Area Express (FAX)	FRE090112	6 CNG Paratransit Vehicles			\$617	Mass Transit - Purchase new buses and rail cars to replace exist.	2.1
Fresno Area Express (FAX)	FRE090113	Purchase 6 CNG Buses			\$2,442	Mass Transit - Purchase new buses and rail cars to replace exist.	2.1
Fresno Area Express (FAX)	FRE091602	Bus Purchase			\$209	Mass Transit - Purchase new buses and rail cars to replace exist.	2.1
Fresno Area Express (FAX)	FRE092302	Improve Access Ramps			\$153	Mass Transit - Reconstruction or renovation of transit structures.	2.08
Fresno Area Express (FAX)	FRE092403	CNG Replacement buses			\$3,500	Mass Transit - Purchase new buses and rail cars to replace exist.	2.1
Fresno Area Express (FAX)	FRE092521	Parking Shelters with Solar Panels			\$2,000	Mass Transit - Reconstruction or renovation of transit structures.	2.08
Fresno Area Express (FAX)	FRE092522	Handy Ride Fleet Refurbish/Rebrand			\$450	Other - Transportation enhancement activities.	4.12
Fresno Area Express (FAX)	FRE092524	Paratransit Facility			\$3,200	Mass Transit - Reconstruction or renovation of transit structures.	2.08
Fresno Area Express (FAX)	FRE092601	Regional Automated Farebox System			\$2,300	Mass Transit - Purchase of vehicle operating equipment.	2.05
Fresno Area Express (FAX)	FRE092602	Remodel Existing Transit Facility			\$2,500	Mass Transit - Reconstruction or renovation of transit structures.	2.08
Fresno Area Express (FAX)	FRE092603	Fleet-wide Automated Passenger Counters			\$1,000	Mass Transit - Purchase of vehicle operating equipment.	2.05
Fresno Area Express (FAX)	FRE092604	Purchase CNG Compressor			\$250	Mass Transit - Purchase of equipment for existing facilities.	2.04
Fresno Area Express (FAX)	FRE095318	Transportation Needs Project			\$250	Mass Transit - Transit operating assistance.	2.01

AGENCY	MPO ID	PROJECT TITLE	STREET NAME	PROJECT LIMITS	ESTIMATED TOTAL PROJECT COST	EXEMPTION CATEGORY	EXEMPT CATEGORY
Fresno Area Express (FAX)	FRE095319	Bike Racks			\$132	Air Quality - Bicycle and pedestrian facilities.	3.02
Fresno Area Express (FAX)	FRE095320	Bus Stop Efficiency Improvements			\$85	Other - Bus terminals and transfer points.	5.06
Fresno Area Express (FAX)	FRE095321	Bus Stop Concrete Improvements			\$150	Other - Bus terminals and transfer points.	5.06
Fresno Area Express (FAX)	FRE095322	Trip Efficiency Program			\$21	Other - Bus terminals and transfer points.	5.06
Fresno Area Express (FAX)	FRE110128	Purchase 3 60' Articulated CNG Buses			\$2,640	Mass Transit - Purchase new buses and rail cars to replace exist.	2.1
Fresno Area Express (FAX)	FRE110616	Rehabilitate Downtown Bus Shelters			\$500	Mass Transit - Reconstruction or renovation of transit structures.	2.08
Fresno Area Express (FAX)	FRE111356	Bus Rapid Transit (BRT)			\$1,995	Other - Transportation enhancement activities.	4.12
Fresno Area Express (FAX)	FRE111357	CNG Engine Retrofits			\$1,800	Mass Transit - Purchase of vehicle operating equipment.	2.05
Fresno County	FRE040118	North at Maple Intersection Improvements	various	From:various To:various Dist:N/A	\$134	Safety - Non signalization traffic control and operatng.	1.07
Fresno County	FRE040119	Central at Willow Intersection Improvements		From:N/A To:N/A Dist:N/A	\$99	All Projects - Intersection channelization projects.	5.01
Fresno County	FRE040612	Manning Ave. Reconstruction	Manning Ave.	From:Crawford To:Hill Ave. Dist:N/A	\$1,645	Safety - Shoulder Improvements.	1.04
Fresno County	FRE070201	Rehabilitation, repair, reconstruction		From:N/A To:N/A Dist:N/A	\$3,500	Safety - Pavement resurfacing and/or rehabilitation.	1.1
Fresno County	FRE070202	Rehabilitation, repair, and/or reconstruction		From:N/A To:N/A Dist:N/A	\$1,875	Safety - Pavement resurfacing and/or rehabilitation.	1.1
Fresno County	FRE090118	Shoulder Improvements on Cedar Ave.		From:N/A To:N/A Dist:N/A	\$363	Safety - Shoulder Improvements.	1.04
Fresno County	FRE090119	Commute Green Fresno County		From:N/A To:N/A Dist:N/A	\$590	Air Quality - Ride-sharing and van-pooling program.	3.01
Fresno County	FRE090130	Lump Sum Shoulder Improvements	AMERICAN	From:ELM To:WALNUT Dist:N/A	\$4,427	Safety - Shoulder Improvements.	1.04
Fresno County	FRE090621	AC Overlays Lump Sum	ALTA	From:AMERICAN To:JEFFERSON Dist:N/A	\$7,133	Safety - Pavement resurfacing and/or rehabilitation.	1.1
Fresno County	FRE092616	County - Lump-Sum Various AC Overlays/Reconstruction on Eligible Routes.		From:N/A To:N/A Dist:N/A	\$7,031	Safety - Pavement resurfacing and/or rehabilitation.	1.1
Fresno County	FRE110127	Fowler Avenue from South Avenue to Elkhorn Avenue. Shoulder Improvements Paving/Stabilization	Fowler Avenue	From:South Avenue To:Elkhorn Avenue Dist:N/A	\$2,543	Safety - Shoulder Improvements.	1.04
Fresno County	FRE110615	Jensen Avenue AC Overlay-Golden State to Maple Avenue	Jensen Avenue	From:Golden State Boulevard To:Maple Avenue Dist:N/A	\$979	Safety - Pavement resurfacing and/or rehabilitation.	1.1
Fresno County	FRE111334	Golden State Corridor Improvements	Golden State	From:American To:Tulare County Line Dist:N/A	\$43,828	Other - Plantings, landscaping, etc.	4.09
Fresno County Economic Opportunities Commission	FRE072206	Operating Costs			\$342	Mass Transit - Transit operating assistance.	2.01
Fresno County Economic Opportunities Commission	FRE072207	Operating costs			\$348	Mass Transit - Transit operating assistance.	2.01
Fresno County Economic Opportunities Commission	FRE095323	Bus Purchase			\$644	Mass Transit - Purchase new buses and rail cars to replace exist.	2.1

AGENCY	MPO ID	PROJECT TITLE	STREET NAME	PROJECT LIMITS	ESTIMATED TOTAL PROJECT COST	EXEMPTION CATEGORY	EXEMPT CATEGORY
Fresno County Rural Transit Agency	FRE041405	Natural Gas Bus			\$1,650	Mass Transit - Transit operating assistance.	2.01
Fresno County Rural Transit Agency	FRE090120	Purchase CNG Vans			\$288	Mass Transit - Transit operating assistance.	2.01
Fresno Unified School District	FRE070111	CNG School Buses-Fresno Unified		From:N/A To:N/A Dist:N/A	\$1,778	Mass Transit - Purchase new buses and rail cars to replace exist.	2.1
Fresno Unified School District	FRE090121	Expand CNG Filling Facility		From:N/A To:N/A Dist:N/A	\$220	Mass Transit - Purchase of equipment for existing facilities.	2.04
Fresno, City of	FRE020133	Pedestrian Trail Construction		From:N/A To:N/A Dist:N/A	\$1,197	Air Quality - Bicycle and pedestrian facilities.	3.02
Fresno, City of	FRE020134	Pedestrian Facilities		From:N/A To:N/A Dist:N/A	\$272	Air Quality - Bicycle and pedestrian facilities.	3.02
Fresno, City of	FRE020620	Sound Walls		From:N/A To:N/A	\$1,017	Other - Noise attenuation.	4.06
Fresno, City of	FRE020621	Landscaping In Median Islands		From:N/A To:N/A Dist:N/A	\$405	Other - Plantings, landscaping, etc.	4.09
Fresno, City of	FRE020622	Traffic Signals	Various	From:Various To:Various Dist:N/A	\$3,313	All Projects - Intersection signalization projects at individual intersections.	5.02
Fresno, City of	FRE040109	North at Cedar traffic signal	N/A	From:North To:Cedar Dist:N/A	\$1,424	All Projects - Intersection signalization projects at individual intersections.	5.02
Fresno, City of	FRE070107	Shaw Avenue Synchronization	Shaw Ave	From:Highway 99 To:Highway 41 Dist:N/A	\$4,200	Other - Traffic signal synchronization projects.	5.07
Fresno, City of	FRE070109	Sugar Pine Trail	Willow at Sugar Pine Trail	From:NA To:NA Dist:N/A	\$744	Air Quality - Bicycle and pedestrian facilities.	3.02
Fresno, City of	FRE070607	Shaw Ave. Intersection Asphalt Repair	Shaw	From:Blackstone To:SR168 Dist:N/A	\$1,770	Safety - Pavement resurfacing and/or rehabilitation.	1.1
Fresno, City of	FRE071804	Sugar Pine Trail		From:N/A To:N/A Dist:N/A	\$186	Other - Transportation enhancement activities.	4.12
Fresno, City of	FRE071806	Shields Ave. Median		From:N/A To:N/A Dist:N/A	\$165	Other - Transportation enhancement activities.	4.12
Fresno, City of	FRE071807	Ventura Ave. Median	Ventura Ave.	From:Broadway To:SR99 Dist:N/A	\$104	Other - Transportation enhancement activities.	4.12
Fresno, City of	FRE071813	2nd Floor Santa Fe Depot	Santa Fe	From:Santa Fe Ave. To:Tulare St. Dist:N/A	\$1,487	Other - Transportation enhancement activities.	4.12
Fresno, City of	FRE090106	ITS Clovis Ave.- Dakota to American	Clovis Avenue	From:Dakota To:American Dist:N/A	\$1,182	Other - Traffic signal synchronization projects.	5.07
Fresno, City of	FRE090107	ITS Fresno St. - Herndon to Olive	Fresno Street	From:Herndon To:Olive Dist:N/A	\$220	Other - Traffic signal synchronization projects.	5.07
Fresno, City of	FRE090108	Shields Ave. Bicycle Lane Improvements	Shields Ave.	From:West Ave. To:Maple Ave. Dist:N/A	\$442	Air Quality - Bicycle and pedestrian facilities.	3.02
Fresno, City of	FRE090109	ITS Willow Ave. - Ashlan to International	Willow Ave	From:Ashlan To:International Dist:N/A	\$1,400	Other - Traffic signal synchronization projects.	5.07
Fresno, City of	FRE090110	Park and Ride Lot Construction Near SR 99	unknown	From:unknown To:unknown Dist:N/A	\$334	Air Quality - Ride-sharing and van-pooling program.	3.01
Fresno, City of	FRE090131	Clovis/Kings Canyon Turn Lane	Clovis and Kings Canyon	From:NA To:NA Dist:N/A	\$316	All Projects - Intersection channelization projects.	5.01
Fresno, City of	FRE090132	Nees at Cedar Traffic Signal		From:N/A To:N/A Dist:N/A	\$125	All Projects - Intersection channelization projects.	5.01
Fresno, City of	FRE090133	ITS Clovis & Shaw TLSP	Clovis Avenue	From:various To:various Dist:N/A	\$1,205	Other - Traffic signal synchronization projects.	5.07

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Fresno, City of	FRE090134	Gettysburg Ave. Bike Lane	Gettysburg Avenue	From:Blackstone Ave. To:Winery Ave. Dist:N/A	\$517	Air Quality - Bicycle and pedestrian facilities.	3.02
Fresno, City of	FRE090136	Lump Sum Sidewalks		From:N/A To:N/A Dist:N/A	\$500	Air Quality - Bicycle and pedestrian facilities.	3.02
Fresno, City of	FRE090137	ITS Lump Sum Projects	Various	From:various To:various Dist:N/A	\$2,013	Other - Traffic signal synchronization projects.	5.07
Fresno, City of	FRE090607	Broadway Street scape Improvements	Broadway	From:Divisadero To:Tuolumne Dist:N/A	\$621	Safety - Non signalization traffic control and operatng.	1.07
Fresno, City of	FRE090608	McKinley Avenue Traffic Signals		From:N/A To:N/A Dist:N/A	\$1,242	All Projects - Intersection signalization projects at individual intersections.	5.02
Fresno, City of	FRE090609	Audubon Roundabouts	various	From:various To:various Dist:N/A	\$246	Safety - Non signalization traffic control and operatng.	1.07
Fresno, City of	FRE090610	Divisadero Traffic Flow Improvements		From:N/A To:N/A Dist:N/A	\$246	All Projects - Intersection signalization projects at individual intersections.	5.02
Fresno, City of	FRE090611	Lump Sum Overlays	Shields	From:First To:Millbrook Dist:N/A	\$13,418	Safety - Pavement resurfacing and/or rehabilitation.	1.1
Fresno, City of	FRE092401	Traffic Synchronization-Shaw	Shaw	From:Highway 41 To:Highway 168 Dist:N/A	\$2,100	Other - Traffic signal synchronization projects.	5.07
Fresno, City of	FRE092610	Lump Sum Traffic Signal Installation		From:N/A To:N/A Dist:N/A	\$1,930	Other - Intersection signalization projects.	5.02
Fresno, City of	FRE092807	AC Overlay on Herndon from Cedar Ave. to Willow Ave.	Herndon	From:Cedar Ave. To:Willow Dist:N/A	\$1,224	Safety - Pavement resurfacing and/or rehabilitation.	1.1
Fresno, City of	FRE110104	Millbrook and Spruce Traffic Signal	N/A	Intersection From:Millbrook Ave To:Spruce Ave Dist:N/A	\$448	Other - Intersection signalization projects.	5.02
Fresno, City of	FRE110105	Chestnut and Shepherd Traffic Signal	N/A	Intersection From:Chestnut Ave To:Shepherd Ave Dist:N/A	\$321	Other - Intersection signalization projects.	5.02
Fresno, City of	FRE110106	Perrin and Sommerville Traffic Signal	N/A	Intersection From:Perrin Ave To:Sommerville Ave Dist:N/A	\$388	Other - Intersection signalization projects.	5.02
Fresno, City of	FRE110107	Champlain and Liberty Hill/Saybrook Traffic Signal	N/A	Intersection From:Champlain To:Liberty Hill/Saybrook Dist:N/A	\$370	Other - Intersection signalization projects.	5.02
Fresno, City of	FRE110108	Butler and Willow Traffic Signal	N/A	Intersection From:Butler Ave To:Willow Ave Dist:N/A	\$367	Other - Intersection signalization projects.	5.02
Fresno, City of	FRE110109	Bullard and Cecelia Traffic Signal	N/A	Intersection From:Bullard Ave To:Cecelia Ave Dist:N/A	\$371	Other - Intersection signalization projects.	5.02
Fresno, City of	FRE110110	Brawley and Shields Traffic Signal	N/A	Intersection From:Brawley Ave To:Shields Ave Dist:N/A	\$505	Other - Intersection signalization projects.	5.02
Fresno, City of	FRE110111	Shields and Sunnyside Traffic Signal	N/A	Intersection From:Shields Ave To:Sunnyside Ave Dist:N/A	\$437	Other - Traffic signal synchronization projects.	5.07
Fresno, City of	FRE110112	Fresno City Wide ITS Master Plan	Fresno City-Wide	From:N/A To:N/A Dist:N/A	\$100	Air Quality - Bicycle and pedestrian facilities.	3.02
Fresno, City of	FRE110113	Herndon Trail Gap-between Valentine and Marks Avenues	Herndon Trail	From:Valentine Ave To:Marks Ave Dist:N/A	\$426	Air Quality - Bicycle and pedestrian facilities.	3.02
Fresno, City of	FRE110114	Millbrook Avenue Bicycle Lanes	Millbrook Avenue	From:Shields Ave To:Gettysburg Ave Dist:N/A	\$363	Air Quality - Bicycle and pedestrian facilities.	3.02
Fresno, City of	FRE110115	Sugar Pine Trail Underpass at Shepherd Avenue	N/A	Intersection From:Sugar Pine Trail To:Shepherd Ave Dist:N/A	\$1,600	Air Quality - Bicycle and pedestrian facilities.	3.02
Fresno, City of	FRE110129	Herndon Ave Right-Turn Pocket Extension	N/A	Intersection From:Herndon Ave To:NB Blackstone Ave Dist:N/A	\$351	Safety - Non signalization traffic control and operatng.	1.07
Fresno, City of	FRE110130	ITS West Ave-Herndon to Olive	West Ave	From:Herndon Ave To:Olive Ave Dist:N/A	\$480	Other - Traffic signal synchronization projects.	5.07

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Fresno, City of	FRE110131	ITS Bullard Ave-Marks to Willow	Bullard Ave	From: Marks Ave To: Willow Ave Dist: N/A	\$790	Other - Traffic signal synchronization projects.	5.07
Fresno, City of	FRE110132	ITS First Street-Nees to Ventura	First Street	From: Nees Ave To: Ventura St Dist: N/A	\$1,500	Other - Traffic signal synchronization projects.	5.07
Fresno, City of	FRE110133	ITS Ashlan-Blackstone to Peach	Ashlan Ave	From: Blackstone Ave To: Peach Ave Dist: N/A	\$650	Other - Traffic signal synchronization projects.	5.07
Fresno, City of	FRE110134	ITS Nees Ave-Palm to Willow Ave	Nees Ave	From: Palm Ave To: Willow Ave Dist: N/A	\$450	Other - Traffic signal synchronization projects.	5.07
Fresno, City of	FRE110135	ITS McKinley-SR99 to Clovis Ave	McKinley Avenue	From: SR 99 To: Clovis Ave Dist: N/A	\$850	Other - Traffic signal synchronization projects.	5.07
Fresno, City of	FRE110136	ITS Tulare St-Clovis Ave to C St	Tulare St	From: Clovis Ave To: C St Dist: N/A	\$750	Other - Traffic signal synchronization projects.	5.07
Fresno, City of	FRE110137	Herndon Trail Gap-Fruit to Harrison Avenues	Herndon Ave	From: Fruit Ave To: Harrison Ave Dist: N/A	\$175	Air Quality - Bicycle and pedestrian facilities.	3.02
Fresno, City of	FRE110138	West Avenue Bicycle Lanes	West Ave	From: Yale Ave To: South of Fairmont Dist: N/A	\$221	Air Quality - Bicycle and pedestrian facilities.	3.02
Fresno, City of	FRE110139	Sugar Pine Trail Head and Park and Ride Lot	N/A	Intersection From: Shepherd Ave To: Willow Ave Dist: N/A	\$430	Air Quality - Ride-sharing and van- pooling program.	3.01
Fresno, City of	FRE110610	Fresno Street Corridor Traffic Signal Upgrades	N/A	Intersection From: Fresno Street To: Divisadero, R, P, O, N, M, F, E Streets, Van Ness Ave Dist: N/A	\$1,355	Other - Intersection signalization projects.	5.02
Fresno, City of	FRE110611	Surveying, development of roadway geometrics	Temperance Ave	From: SR 180 To: Clinton Ave Dist: N/A	\$113	Safety - Non signalization traffic control and operatng.	1.07
Fresno, City of	FRE110612	Lump Sum Planting and Irrigation Improvements	Various in Downtown Fresno	From: Various To: Various Dist: N/A	\$896	Other - Advance land acquisitions.	4.07
Fresno, City of	FRE110617	Herndon Avenue AC Overlay- Blackstone to Cedar	Herndon Ave	From: Blackstone To: Cedar Dist: N/A	\$1,323	Safety - Pavement resurfacing and/or rehabilitation.	1.1
Fresno, City of	FRE110618	Friant Road-Champlain to Copper AC Overlay	Friant Road	From: Copper Ave To: Champlain Ave Dist: N/A	\$1,323	Safety - Pavement resurfacing and/or rehabilitation.	1.1
Fresno, City of	FRE110621	Herndon Avenue AC Overlay-Cedar to Willow	Herndon Ave	From: Cedar Ave To: Willow Ave Dist: N/A	\$1,230	Safety - Pavement resurfacing and/or rehabilitation.	1.1
Fresno, City of	FRE110622	Eaton Trail Resurfacing and Bridge Repairs	Eaton Trail located West of Friant Road	From: 1/4 Mile North of Audubon Dr To: Copper Ave Dist: N/A	\$158	Air Quality - Bicycle and pedestrian facilities.	3.02
Fresno, City of	FRE111301	SR180 West-Frontage Rd	SR 180 West-Frontage Rd	From: Marks To: Hughes West Dist: N/A	\$7,519	Other - Intersection signalization projects.	5.02
Fresno, City of	FRE111302	SR 180 West-Landscape	SR 180 West	From: Brawley To: West Dist: N/A	\$5,445	Other - Plantings, landscaping, etc.	4.09
Huron, City of	FRE020135	Lassen Avenue Traffic Signals	Lassen Avenue	From: 4th To: 9th Dist: N/A	\$451	All Projects - Intersection signalization projects at individual intersections.	5.02
Huron, City of	FRE020136	Traffic Flow Improvements/Park & Ride Lot	Central Ave	From: Huron To: 9th St Dist: N/A	\$129	All Projects - Intersection channelization projects.	5.01
Huron, City of	FRE020624	Median Islands and Landscaping	Palmer Avenue, Giffen Drive, Mouren Drive, and	From: N/A To: N/A Dist: N/A From: multi-family developments To: Mouren Elementary School Dist: N/A	\$240	Safety - Adding medians.	1.16
Huron, City of	FRE110141	City of Huron Sidewalk Improvements			\$345	Air Quality - Bicycle and pedestrian facilities.	3.02
Kerman, City of	FRE090124	CNG Filling Station		From: N/A To: N/A Dist: N/A	\$362	Mass Transit - Purchase of support vehicles.	2.02
Kerman, City of	FRE090613	Stanislaus Avenue Reconstruction		From: N/A To: N/A Dist: N/A	\$308	Safety - Pavement resurfacing and/or rehabilitation.	1.1

AGENCY	MPO ID	PROJECT TITLE	STREET NAME	PROJECT LIMITS	ESTIMATED TOTAL PROJECT COST	EXEMPTION CATEGORY	EXEMPT CATEGORY
Kerman, City of	FRE110116	Bike Lane Striping and Signing	Siskiyou Ave, Del Norte Ave, First St, Vineland Ave, California Ave, Kearney Blvd	From:N/A To:N/A Dist:N/A	\$161	Air Quality - Bicycle and pedestrian facilities.	3.02
Kerman, City of	FRE110142	Electric Maintenance Vehicles			\$34	Mass Transit - Purchase of support vehicles.	2.02
Kerman, City of	FRE110624	First Street: Kearney to Whitesbridge	First Street	From:Kearney Blvd To:Whitebridge Rd Dist:N/A	\$488	Safety - Pavement resurfacing and/or rehabilitation.	1.1
Kerman, City of	FRE110625	Rehabilitation of Middleton Avenue	Middleton Ave	From:First St To:Del Norte Ave Dist:N/A	\$136	Safety - Pavement resurfacing and/or rehabilitation.	1.1
Kings Canyon Unified School District	FRE070112	CNG School Buses-Kings Canyon		From:N/A To:N/A Dist:N/A	\$2,933	Mass Transit - Purchase new buses and rail cars to replace exist.	2.1
Kings Canyon Unified School District	FRE110146	Purchase of 3 Plug-In Hybrid Electric Powered Utility School Buses			\$684	Mass Transit - Purchase new buses and rail cars to replace exist.	2.1
Kingsburg, City of	FRE070113	Sierra Street Pedestrian Facilities	Sierra Street	From:UPRR track crossing To:Simpson Street Dist:N/A	\$320	Air Quality - Bicycle and pedestrian facilities.	3.02
Kingsburg, City of	FRE070114	Madsen Avenue Bicycle and Pedestrian Path		From:N/A To:N/A Dist:N/A	\$236	Air Quality - Bicycle and pedestrian facilities.	3.02
Kingsburg, City of	FRE070115	Class II Bicycle Lanes- Lewis Street		From:N/A To:N/A Dist:N/A	\$304	Air Quality - Bicycle and pedestrian facilities.	3.02
Kingsburg, City of	FRE070611	18th Ave. Pavement Reconstruction		From:N/A To:N/A Dist:N/A	\$346	Safety - Pavement resurfacing and/or rehabilitation.	1.1
Kingsburg, City of	FRE071808	Sierra Street Median	Sierra Street	From:Bethel Ave. To:SR99 Dist:N/A	\$420	Other - Transportation enhancement activities.	4.12
Kingsburg, City of	FRE090114	Sierra Street Transit Stop		From:N/A To:N/A Dist:N/A	\$109	Mass Transit - Reconstruction or renovation of transit structures.	2.08
Kingsburg, City of	FRE090125	14th Ave. Bikelanes		From:N/A To:N/A Dist:N/A	\$154	Air Quality - Bicycle and pedestrian facilities.	3.02
Kingsburg, City of	FRE090614	Sierra Street Reconstruction Roadway Reconstruction		From:N/A To:N/A Dist:N/A	\$250	Safety - Pavement resurfacing and/or rehabilitation.	1.1
Kingsburg, City of	FRE092801	Improvements: Draper Street	Draper Street	From:na To:na Dist:N/A	\$210	Safety - Pavement resurfacing and/or rehabilitation.	1.1
Kingsburg, City of	FRE110117	10th/Union Lighted Crosswalk	N/A	Intersection From:10th Ave To:Union St Dist:N/A	\$65	Air Quality - Bicycle and pedestrian facilities.	3.02
Kingsburg, City of	FRE110118	RJD/Sierra Street Lighted Crosswalks	N/A	Intersection From:Sierra Street To:Rafer Johnson Dr. Dist:N/A	\$65	Air Quality - Bicycle and pedestrian facilities.	3.02
Kingsburg, City of	FRE110143	Sierra Street Traffic Synchronizaton	Sierra Street	From:18th Avenue To:6th Avenue Dist:N/A	\$296	Other - Traffic signal synchronization projects.	5.07
Kingsburg, City of	FRE110144	Sierra Street Sidewalks-Lincoln to Ellis	South side of Sierra Street	From:Lincoln Street To:Ellis Street Dist:N/A	\$32	Air Quality - Bicycle and pedestrian facilities.	3.02
Kingsburg, City of	FRE110145	Sierra Street Sidewalk-16th to 18th	Sierra Street	From:16th To:18th Dist:N/A	\$34	Air Quality - Bicycle and pedestrian facilities.	3.02
Kingsburg, City of	FRE110602	Orange Avenue Reconstruction	Orange Ave	From:916 Orange Ave To:6th Avenue Drive Dist:N/A	\$110	Safety - Pavement resurfacing and/or rehabilitation.	1.1
Kingsburg, City of	FRE110626	Sixth Avenue Reconstruction	Sixth Ave	From:Sierra St To:Kern St Dist:N/A	\$193	Safety - Pavement resurfacing and/or rehabilitation.	1.1
Kingsburg, City of	FRE110627	Lincoln Street Reconstruction	Lincoln Street	From:Sierra Street To:18th Street Dist:N/A	\$161	Safety - Pavement resurfacing and/or rehabilitation.	1.1

AGENCY	MPO ID	PROJECT TITLE	STREET NAME	PROJECT LIMITS	ESTIMATED TOTAL PROJECT COST	EXEMPTION CATEGORY	EXEMPT CATEGORY
Kingsburg, City of	FRE110628	Earl Street Reconstruction	Earl Street	From:California Street To:18th Ave Dist:N/A	\$131	Safety - Pavement resurfacing and/or rehabilitation.	1.1
Mendota, City of	FRE020141	2nd/5th Streets Railroad Track Crossing	Over Railroad Tracks	From:2nd Street To:5th Street Dist:N/A	\$446	Air Quality - Bicycle and pedestrian facilities.	3.02
Mendota, City of	FRE070612	9th Street Reconsturction	9th Street	From:Oller St. To:Marie St. Dist:N/A	\$315	Safety - Pavement resurfacing and/or rehabilitation.	1.1
Mendota, City of	FRE071809	Derrick/7th St. Improvements		From:N/A To:N/A Dist:N/A	\$282	Other - Transportation enhancement activities.	4.12
Mendota, City of	FRE110119	Purchase of 3 CNG Pick-Up Trucks			\$99	Mass Transit - Purchase of support vehicles.	2.02
Mendota, City of	FRE110629	Naples Street Reconstruction	Naples Street	From:2nd Street To:4th Street Dist:N/A	\$454	Safety - Pavement resurfacing and/or rehabilitation.	1.1
Orange Cove, City of	FRE040114	Rails to Trails		From:N/A To:N/A Dist:N/A	\$1,021	Air Quality - Bicycle and pedestrian facilities.	3.02
Orange Cove, City of	FRE070613	South Ave. Reconstruction	South Ave.	From:Anchor Ave. To:Monson Ave. Dist:N/A	\$1,178	Safety - Pavement resurfacing and/or rehabilitation.	1.1
Orange Cove, City of	FRE090126	Install Sidewalks on Fourth and Fifth St.		From:N/A To:N/A Dist:N/A	\$145	Air Quality - Bicycle and pedestrian facilities.	3.02
Orange Cove, City of	FRE090615	East Railroad Avenue Reconstruction		From:N/A To:N/A Dist:N/A	\$237	Safety - Pavement resurfacing and/or rehabilitation.	1.1
Orange Cove, City of	FRE110120	McCord-Conner School Sidewalks	B, C, And D Streets	From:Center St To:Fourth St Dist:N/A	\$125	Air Quality - Bicycle and pedestrian facilities.	3.02
Orange Cove, City of	FRE110147	Park, Anchor, and Jacobs Sidewalks	1) Park Blvd 2) Anchor Ave 3) Jacob Ave	From:1) Anchor Ave 2) Park Blvd 3) Adams Ave To:1) 900 Feet West 2) 400 Feet South 3) 400 Feet North Dist:N/A	\$160	Air Quality - Bicycle and pedestrian facilities.	3.02
Orange Cove, City of	FRE110630	Reconstruct Center Street South to Park	Center Street	From:South Ave To:Park Blvd Dist:N/A	\$780	Safety - Pavement resurfacing and/or rehabilitation.	1.1
Parlier Unified School District	FRE090122	Parlier Unified Bus Purchase	NA	From:NA To:NA Dist:N/A	\$340	Mass Transit - Purchase new buses and rail cars to replace exist.	2.1
Parlier, City of	FRE092613	Manning Ave. Repair/ Reconstruct	Manning Ave.	From:Academy Ave. To:Whitener Ave. Dist:N/A	\$391	Safety - Pavement resurfacing and/or rehabilitation.	1.1
Reedley, City of	FRE040115	Manning Ave sidewalks	Manning Ave	From:Frankwood Ave To:Buttonwillow Ave Dist:N/A	\$690	Air Quality - Bicycle and pedestrian facilities.	3.02
Reedley, City of	FRE040609	Frankwood Reconstruct & Overlay	Frankwood Ave	From:Manning Ave To:North City Limits Dist:N/A	\$940	Safety - Pavement resurfacing and/or rehabilitation.	1.1
Reedley, City of	FRE070614	N. Frankwood Ave. Realignment	N. Frankwood Ave.	From:various To:various Dist:N/A	\$855	Safety - Pavement resurfacing and/or rehabilitation.	1.1
Reedley, City of	FRE090115	Clean Air Alternative Fueling Center	N/A	From:N/A To:N/A Dist:N/A	\$1,195	Mass Transit - Const of new bus or rail storage/maint. facilities	2.11
Reedley, City of	FRE090116	CNG Fueled Garbage Trucks	N/A	From:N/A To:N/A Dist:N/A	\$526	Other - Non construction related activities.	4.01
Reedley, City of	FRE090616	Frankwood Reconstruction, Medians & Lighting	Frankwood Ave	From:Manning Ave To:North City Limits Dist:N/A	\$564	Safety - Adding medians.	1.16
Reedley, City of	FRE110121	Install Signal Interconnect System	I street	From:Manning To:13th Dist:N/A	\$295	Other - Traffic signal synchronization projects.	5.07
Reedley, City of	FRE110148	Reedley Parkway	Reedley Parkway Trail	From:Rails to Trails pathway To:Reedley Sports Park Dist:N/A	\$240	Air Quality - Bicycle and pedestrian facilities.	3.02

AGENCY	MPO ID	PROJECT TITLE	STREET NAME	PROJECT LIMITS	ESTIMATED TOTAL PROJECT COST	EXEMPTION CATEGORY	EXEMPT CATEGORY
Reedley, City of	FRE110605	Reconstruct Roadway, SW, C & G, and Utility Improvements	11th St	From:N North Ave To:Alley between B St and C St Dist:N/A	\$244	Safety - Pavement resurfacing and/or rehabilitation.	1.1
San Joaquin, City of	FRE040116	Lump Sum Traffic Flow Improvements		From:N/A To:N/A Dist:N/A	\$97	All Projects - Intersection channelization projects.	5.01
San Joaquin, City of	FRE070616	Main Street Asphalt Replacement	Main Street	From:Arizona Ave. To:Placer Ave. Dist:N/A	\$717	Safety - Pavement resurfacing and/or rehabilitation.	1.1
San Joaquin, City of	FRE090128	Sidewalks on Main St.		From:N/A To:N/A Dist:N/A	\$53	Air Quality - Bicycle and pedestrian facilities.	3.02
San Joaquin, City of	FRE110123	Colorado Ave Sidewalks	Colorado Ave	From:Sixth St To:1000' Northwest Dist:N/A	\$46	Air Quality - Bicycle and pedestrian facilities.	3.02
San Joaquin, City of	FRE110607	Main Street Overlay	Main Street	From:California Ave To:Arizona Ave Dist:N/A	\$42	Safety - Pavement resurfacing and/or rehabilitation.	1.1
Sanger, City of	FRE070617	Academy Ave. Reconstruction	Academy Ave.	From:North To:11th Dist:N/A	\$3,916	Safety - Pavement resurfacing and/or rehabilitation.	1.1
Sanger, City of	FRE020150	Sanger - Traffic Flow Improvements		From:N/A To:N/A Dist:N/A	\$386	Other - Intersection channelization projects.	5.01
Sanger, City of	FRE040611	North Ave. Reconstruction		From:N/A To:N/A Dist:N/A	\$772	Safety - Pavement resurfacing and/or rehabilitation.	1.1
Sanger, City of	FRE090117	Purchase 1 CNG Vehicle		From:N/A To:N/A Dist:N/A	\$73	Mass Transit - Purchase of support vehicles.	2.02
Sanger, City of	FRE090127	Construct CNG Filling Station		From:N/A To:N/A Dist:N/A	\$341	Mass Transit - Purchase of support vehicles.	2.02
Sanger, City of	FRE090617	Fifth Street Reconstruction Sanger - Lump-Sum Various AC Overlays/Reconstruction on Eligible Routes.		From:N/A To:N/A Dist:N/A	\$564	Safety - Pavement resurfacing and/or rehabilitation.	1.1
Sanger, City of	FRE092614			From:N/A To:N/A Dist:N/A	\$467	Safety - Pavement resurfacing and/or rehabilitation.	1.1
Sanger, City of	FRE110122	Expand CNG Filling Station			\$261	Mass Transit - Purchase of equipment for existing facilities.	2.04
Sanger, City of	FRE110149	Purchase CNG Refuse Truck			\$150	Mass Transit - Purchase of support vehicles.	2.02
Sanger, City of	FRE110631	Greenwood Ave Overlay	Greenwood Avenue	From:North Ave To:Jensen Ave Dist:N/A	\$770	Safety - Pavement resurfacing and/or rehabilitation.	1.1
Selma, City of	FRE070618	Floral Ave. Reconstruction		From:N/A To:N/A Dist:N/A	\$851	Safety - Pavement resurfacing and/or rehabilitation.	1.1
Selma, City of	FRE070619	Wright St. Reconstruction	Wright St.	From:Arrants St. To:Dinuba Ave. Dist:N/A	\$1,368	Safety - Pavement resurfacing and/or rehabilitation.	1.1
Selma, City of	FRE071810	North and Third Bike Path		From:N/A To:N/A Dist:N/A	\$284	Other - Transportation enhancement activities.	4.12
Selma, City of	FRE071811	Selma Branch Canal Class I Bikeway	Floral and Stillman	From:Floral To:Stillman Dist:N/A	\$766	Other - Transportation enhancement activities.	4.12
Selma, City of	FRE090129	Purchase Electric Vehicles		From:N/A To:N/A Dist:N/A	\$138	Mass Transit - Purchase of support vehicles.	2.02
Selma, City of	FRE090620	Whitson &Thomposon Ave. Intersection		From:N/A To:N/A Dist:N/A	\$452	All Projects - Intersection channelization projects.	5.01
Selma, City of	FRE092615	Selma - Lump-Sum Various AC Overlays/Reconstruction on Eligible Routes.		From:N/A To:N/A Dist:N/A	\$434	Safety - Pavement resurfacing and/or rehabilitation.	1.1
SouthWest Transportation Agency	FRE070118	CNG School Buses	NA	From:NA To:NA Dist:N/A	\$3,058	Mass Transit - Purchase new buses and rail cars to replace exist.	2.1

AGENCY	MPO ID	PROJECT TITLE	STREET NAME	PROJECT LIMITS	ESTIMATED TOTAL PROJECT COST	EXEMPTION CATEGORY	EXEMPT CATEGORY
SouthWest Transportation Agency	FRE070119	PM-10 Efficient Street Sweeper	NA	From:NA To:NA Dist:N/A	\$150	Other - Non construction related activities.	4.01
USDA Forest Service	FRE041820	San Joaquin River Multi-modal Trail	various	From:various To:various Dist:N/A	\$537	Other - Transportation enhancement activities.	4.12
Various Agencies	FRE040201	High Priority Projects Program		From:N/A To:N/A Dist:N/A	\$3,808	Safety - Hazard elimination program.	1.02
Various Agencies	FRE040402	High Risk Rural Road Lump Sum SHOPP Lump-Sum Roadside		From:N/A To:N/A	\$559	Safety - Safety Improvement Program.	1.06
Various Agencies	FRE041001	Preservation	5	From:N/A To:N/A	\$16,009	Safety - Pavement resurfacing and/or rehabilitation.	1.1
Various Agencies	FRE070701	Lump Sum 130-Railroad Grade Crossing Protections Program SHOPP Lump-Sum Bridge		From:N/A To:N/A Dist:N/A	\$1,029	Safety - Railroad/highway crossing.	1.01
Various Agencies	FRE071003	Preservation		From:N/A To:N/A	\$18,677	Safety - Non capacity widening or bridge reconstruction.	1.19
Various Agencies	FRE071004	SHOPP Lump-Sum Mobility	41	From:N/A To:N/A	\$22,727	Other - Non construction related activities.	4.01
Various Agencies	FRE071007	SHOPP-Roadway Preservation	43	From:N/A To:N/A	\$47,131	Safety - Pavement resurfacing and/or rehabilitation.	1.1
Various Agencies	FRE071010	SHOPP Lump-Sum Collision Reduction	41	From:N/A To:N/A	\$20,833	Other - Non construction related activities.	4.01
Various Agencies	FRE071901	Safe Routes to School lump sum	99	From:N/A To:N/A	\$2,313	Safety - Shoulder Improvements.	1.04
Various Agencies	FRE072101	Lump Sum-Recreational Trails		From:N/A To:N/A	\$1,800	Other - Non construction related activities.	4.01
Various Agencies	FRE072302	2007 FTA New Freedom Funding			\$365	Mass Transit - Transit operating assistance.	2.01
Various Agencies	FRE091001	SHOPP Lump-Sum Mandates Lump-Sum Various AC	99	From:N/A To:N/A	\$7,504	Safety - Pavement resurfacing and/or rehabilitation.	1.1
Various Agencies	FRE092609	Overlays/Reconstruction on Eligible Routes.		From:N/A To:N/A Dist:N/A	\$7,134	Safety - Pavement resurfacing and/or rehabilitation.	1.1
Various Agencies	FRE095316	5316 Job Access and Reverse Commute (JARC)			\$478	Mass Transit - Purchase new buses and rail cars to replace exist.	2.1
Various Agencies	FRE095317	5317 New Freedom			\$173	Mass Transit - Purchase new buses and rail cars to replace exist.	2.1
Westcare California	FRE095324	Vehicle Purchase			\$48	Mass Transit - Purchase of support vehicles.	2.02

Jurisdiction/Agency	TIP/RTD Project ID	CTIPS Project ID	Description			Estimated Cost	Conformity Analysis Year (project open to traffic)							
			Type of Improvement	Facility Name/Route	Project Limits		2011	2012	2014	2017	2020	2023	2025	2035
Clovis	400	20300000555	3 LD to 4 LD Incl Median Landscaping, some portions already exist as 4LD	Ashlan	Armstrong to Temperance	\$1,100,000.00	X	X	X	X	X	X	X	X
Kingsburg	1062		2 lanes to 4 lanes	18th	Mountain View to Stroud	\$1,875,000.00								
Kingsburg	924	20300000556	2 LU to 4 LU	18th Avenue/Mendocino	Stroud ave. to SR 99	\$682,000.00				X	X	X	X	X
Kingsburg	1066		New 4 lane Expressway	Academy Parkway	Mountain View to Simpson	\$4,500,000.00				X	X	X	X	X
City of Fresno	933	20300000556	2 LU to 4 LD	American	Orange to Maple	\$1,200,000.00								
County of Fresno	1075		2 LU to 4 LD	American	SR 41 to SR 99	\$6,500,000.00								
Clovis	305	20300000556	3 LU to 4 LD	Ashlan	Dewolf to Leonard	\$1,100,000.00				X	X	X	X	X
Clovis	303		2 LU to 4 LD	Ashlan	Leonard to Highland	\$5,600,000.00				X	X	X	X	X
City of Fresno	195	20300000556	2 LD to 4 LD	Ashlan	Cornelia to Blythe	\$650,000.00				X	X	X	X	X
Clovis	304		2 LU to 4 LD	Ashlan	Highland to Thompson	\$2,800,000.00				X	X	X	X	X
City of Fresno	196	20300000556	2 LU to 4 LD	Ashlan	Polk to Cornelia	\$750,000.00				X	X	X	X	X
City of Fresno	940		Unconstructed to 4 LD	Ashlan	Garfield to Grantland	\$1,000,000.00				X	X	X	X	X
City of Fresno	106	20300000556	2 LD to 4 LD	Ashlan	Bryan to Polk	\$1,350,000.00				X	X	X	X	X
Clovis	306		2 LU to 4 LD	Ashlan	Thompson to McCall	\$2,800,000.00				X	X	X	X	X
City of Fresno	108	20300000556	2 L to 4 LD	Ashlan	Grantland to Bryan	\$650,000.00								
Caltrans	208		Interchange Improvements	Ashlan	Grade separation @ UPRR & SR 99 interchange	\$7,600,000.00								
County of Fresno	564	20300000556	2 LU to 4 LD	Auberry	Copper to Millerton (W)	\$51,050,000.00								
City of Fresno	210		3 LD to 4 LD (add WB Lane)	Belmont	Clovis to Fowler	\$1,700,000.00								
City of Fresno	256	20300000556	3 LU to 4 LD (add WB lane)	Belmont	Fowler to Armstrong	\$500,000.00				X	X	X	X	X
City of Fresno	255		2 LU & 4 LU to 4 LD	Belmont	Brawley to SR 99	\$1,700,000.00								
City of Fresno	249	20300000556	2 LU to 4 LD	Belmont	Armstrong to Temperance	\$900,000.00								
City of Fresno	945		2 LU to 4 LD	Belmont	Grantland to Brawley	\$3,600,000.00								
City of Fresno	153	20300000556	2 LU to 4 LD	Brawley	Palo Alto to Herndon	\$300,000.00				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	X
City of Fresno	183	20300000556	4 LU to 4 LD	Bullard	Fruit to Palm	\$2,000,000.00								
City of Fresno	253		4 LD to 6 LD	Bullard	Blackstone to Fresno	\$5,000,000.00								
City of Fresno	198	20300000556	Widen to 6 L	Cedar	Belmont to Turner	\$1,000,000.00								
County of Fresno	529		2 LU to 4 LD	Central	SR 99 to Golden State	\$1,000,000.00				X	X	X	X	X
County of Fresno	513	20300000556	2 L to 4 LD	Central	Willow to Clovis	\$3,000,000.00								
County of Fresno	515		2 LU to 4 LD	Central	Goldenstate to Willow	\$1,000,000.00								
County of Fresno	512	20300000556	2 LU to 4 LD	Chestnut	American to SR 99	\$2,000,000.00								
Clovis	410		3 LD to 4 LD	Clovis	Nees to Teague	\$1,100,000.00				X	X	X	X	X
Clovis	293	20300000556	Construct new 6 L divided arterial	Clovis	Copper to Shapard	\$14,922,000.00				X	X	X	X	X
Clovis	1062		Unconstructed to 6 LD	Clovis	Belymer to Copper	\$8,100,000.00								
City of Fresno	217	20300000556	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	X	X
Clovis	286	20300000556	2 LU to 4 LDU	Copper	Willow to Clovis	\$10,000,000.00								
City of Fresno	1048		4 LD to 6 LD	Copper	Cedar to Chestnut	\$1,500,000.00								
City of Fresno	921	20300000556	Additional SB off lane and dual lefts on Divisadero at NB on ramp	Divisadero	SR 41 on/off ramps	\$2,000,000.00								
City of Fresno	964		2 LU to 4 LD	Friant	Central to North	\$1,000,000.00								
City of Fresno	188	20300000556	2 LU to 4 LD, need right-of-way	Fowler	Kings Canyon to Belmont	\$3,500,000.00				X	X	X	X	X
Clovis	435		2 LU to 4 LD	Fowler	Nees to (Shepherd) Enterprise Bridge	\$6,000,000.00								
City of Fresno	968	20300000556	2 LU to 4 LD	Fowler	Jensen to Hamilton	\$600,000.00				X	X	X	X	X
City of Fresno	187		2 LU to 4 LU	Fowler	Belmont to Gould Canal	\$5,000,000.00								
City of Fresno	969	20300000556	2 LU 4 LD	Fowler	Hamilton to Kings Canyon	\$600,000.00								
County of Fresno	535		2 LU to 4 LD	Friant	Last Lake Park to North Fork Road	\$4,100,000.00				X	X	X	X	X
City of Fresno	920	20300000556	6 LD to 8 LD	Friant	SR 41 to Audubon	\$3,000,000.00				X	X	X	X	X
City of Fresno	248		4 LD to 6 LD	Friant	Shepherd to Copper	\$18,000,000.00								
City of Fresno	178	20300000556	2L to 4L	Golden State	Shaw to Ashlan	\$1,300,000.00				X	X	X	X	X
City of Fresno	112		2 L to 4 L	Golden State	Herndon to Veterans	\$1,000,000.00								
City of Fresno	176	20300000556	2 L to 4 L	Golden State	Veterans to Shaw	\$1,800,000.00								
City of Fresno	234		2 LU to 6 LD	Grantland	Shields to Ashlan	\$4,000,000.00				X	X	X	X	X
City of Fresno	976	20300000556	2 LD to 4 LD	Grantland	Belmont to Shields	\$1,000,000.00				X	X	X	X	X
City of Fresno	974		2 LU to 4 LD	Grantland	Shaw to Parkway	\$1,800,000.00								
City of Fresno	975	20300000556	2 LU to 4 LU	Grantland	Shaw to Veterans	\$600,000.00								
City of Fresno	1037		New 6 LD Superarterial	Grantland/Veteran's Blvd	LD Ashlan to Gettysburg	\$1,500,000.00				X	X	X	X	X
City of Fresno	1031	20300000556	4 LD to 6 LD	Herndon	Marks to Valentine	\$1,900,000.00				X	X	X	X	X
City of Fresno	1032		2 LU to 4 LD	Herndon	SR 99 to Weber	\$3,200,000.00				X	X	X	X	X
Clovis	288	20300000556	2 LD to 6 LD	Herndon	Clovis to Sunnyside	\$2,200,000.00				X	X	X	X	X
Clovis	1069		4 LD to 6 LD	Herndon	Sunnyside to Fowler	\$1,325,000.00				X	X	X	X	X
City of Fresno	200	20300000556	Add new WB auxiliary lane for SB on-ramp	Herndon	SR 41 to Fresno	\$1,500,000.00				X	X	X	X	X
Clovis	324		2 LU to 6 LD	Herndon	Temperance to Locan	\$2,600,000.00				X	X	X	X	X
Clovis	438	20300000556	2 LU to 4 LD	Herndon	Locan to DeWolf	\$2,700,000.00				X	X	X	X	X
City of Fresno	1033		4 L D to 6 LD	Herndon	Valentine to Brawley	\$2,000,000.00				X	X	X	X	X
City of Fresno	1035	20300000556	4 LD to 6 LD	Herndon	Polk to Weber	\$2,000,000.00				X	X	X	X	X
City of Fresno	1036		4 LD to 6 LD	Herndon	Milburn to Polk	\$3,500,000.00				X	X	X	X	X
City of Fresno	1076	20300000556	2 LD to 6 LD	Herndon	Brawley to Milburn	\$3,000,000.00				X	X	X	X	X
Clovis	322		2 LU to 4 LD	Herndon	DeWolf to McCall	\$12,000,000.00								
City of Fresno	115	20300000556	2 LU to 4 LD	Hughes	Neilsen to McKinley	\$3,000,000.00				X	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	X	X
City of Fresno	260	20300000556	2 LU to 4 LD	Jensen	Fruit to Martin Luther King Blvd	\$1,500,000.00				X	X	X	X	X
City of Fresno	237		4 LD to 6 LD	Jensen	Cherry to Clovis	\$25,000,000.00				X	X	X	X	X
City of Fresno	118	20300000556	2 LU to 4 LD	Jensen	Marks to Fruit	\$3,000,000.00								
City of Fresno	121		4 LD to 6 LD	Jensen	Clovis to McCall	\$4,000,000.00								
City of Fresno	125	20300000556	2 LU to 4 LD	Kings Canyon	Chestnut to Fowler	\$1,000,000.00				X	X	X	X	X
City of Fresno	194		2 LU to 4 LD	Kings Canyon	Armstrong to Temperance	\$1,000,000.00				X	X	X	X	X
County of Fresno	542	20300000556	2 LU to 4 LD	Manning	Alta to Hill	\$6,000,000.00								
County of Fresno	543		2 LU to 4 LD	Manning	Buttonwillow to Alta	\$7,000,000.00								
City of Fresno	987	20300000556	2 LU to 3 LU	Marks	Weber to Dakota	\$350,000.00				X	X	X	X	X
City of Fresno	117		2 LU to 4 LD	Marks	Neilsen to McKinley	\$2,400,000.00								
City of Fresno	142	20300000556	2 LU to 4 LD	Marks	McKinley to Parkway	\$1,900,000.00								
City of Fresno	116		2 LU to 4 LD	Marks	Jensen to Whitesbridge	\$3,000,000.00								
City of Fresno	986	20300000556	2 LU to 4 LU	McCall	North to Jensen	\$1,300,000.00				X	X	X	X	X
Clovis	338		2 LU to 6 LD	McCall	Griffith to Shaw	\$9,000,000.00								
Clovis	336	20300000556	2 LU to 6 LD	McCall	Shaw to Bullard	\$7,000,000.00								
Clovis	337		2 LU to 6 LD	McCall	Bullard to Herndon	\$7,000,000.00								
Clovis	444	20300000556	Unconstructed to 6 LD	McCall	Herndon to Shepherd	\$17,000,000.00								
City of Fresno	238		2 LU to 4 LD widen SR 99 bridge	McKinley	Grantland to Golden State	\$15,000,000.00								
City of Fresno	266	20300000556	Unconstructed to 4 LU	McKinley	Sunnyside to Fowler	\$2,000,000.00								
County of Fresno	549		2 LU to 4 LD	Millerton	Friant to Table Mountain	\$31,950,000.00				X	X	X	X	X

Regionally Significant Projects

Jurisdiction/Agency	TIP/RTP Project ID	CTIPS Project ID	Description			Estimated Cost	Conformity Analysis Year (project open to traffic)							
			Type of Improvement	Facility Name/Route	Project Limits		2011	2012	2014	2017	2020	2023	2025	2035
County of Fresno	511		2 LU to 4 LD	Millerton Road	Table Mountain Rd to Aubrey Road	\$8,340,000.00								X
Salinas	101		Interchange improvements. Widen overcrossing 2 L to 4 L and improve on/off ramps	Interchange improvements. Widen overcrossing 2 L to 4 L and improve on/off ramps	Mountain View at SR 99 Overcrossing	\$45,000,000.00								X
County of Fresno	553		2 LU to 4 LD	Mountain View	Bethel to e/c Smith (Tulare County Line)	\$30,000,000.00								X
Clovis	347		3 LU to 4 LD	Nees	Cindy to Chapel Hill	\$200,000.00								X
Clovis	1106		2 LU to 3 LU with 2WLT	Nees	Sunnyside to Armstrong	\$603,400.00		X	X	X	X	X	X	X
City of Fresno	130		3 LU to 4 LD	Nees	Maple to Willow	\$800,000.00			X	X	X	X	X	X
Clovis	289		3 LD to 4 LD	Nees	Armstrong to Temperance	\$500,000.00				X	X	X	X	X
Clovis	414		2 LU to 4 LD	Nees	Temperance to Locan	\$3,000,000.00				X	X	X	X	X
Clovis	346		3 LD to 4 LD	Nees	Minnewawa to Clovis	\$993,000.00					X	X	X	X
Clovis	416		2 LU to 4 LD Complete incomplete portions	Nees	Clovis to Armstrong	\$4,000,000.00					X	X	X	X
Clovis	1088		2 LU to 4 LD Complete incomplete portions	Nees	Sunnyside to Fowler	\$2,000,000.00					X	X	X	X
Clovis	1089		2 LU to 4 LD complete incomplete portions	Nees	Fowler to Armstrong	\$2,500,000.00					X	X	X	X
Clovis	345		Unconstructed to 4 LD	Nees	Locan to Alluvial Alignment	\$3,000,000.00					X	X	X	X
City of Fresno	239		2 LU to 4 LU	North	Cedar to Chestnut	\$1,500,000.00					X	X	X	X
City of Fresno	394		2 LU to 4 LD	North	Walnut to Hwy 41	\$2,500,000.00					X	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	Kings Canyon to Belmont	\$10,000,000.00				X	X	X	X	X
City of Fresno	193		2 LU to 4 LD	Peach	Jensen to Butler	\$1,500,000.00					X	X	X	X
City of Fresno	131		2 LU to 4 LD	Polk	Gettysburg to Shaw	\$5,000,000.00				X	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	X	X	X	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
County of Fresno	556		2 LD to 4 LD	Reed	Reedley City Limit(South ave.) to Goodfellow	\$6,000,000.00								X
Clovis	392	20300000559	4 LD to 6 LD	Shaw	Clovis to Temperance	\$311,000.00		X	X	X	X	X	X	X
Clovis	412		4 LU to 6 LD	Shaw	Carson to Locan	\$850,000.00			X	X	X	X	X	X
Clovis	906		2 LU to 6 LD	Shaw	Locan to Main	\$1,700,000.00			X	X	X	X	X	X
Clovis	354		2 LU to 6 LD	Shaw	Highland to McCall	\$7,000,000.00				X	X	X	X	X
Clovis	931		2 LU 6 LD	Shaw	DeWolf to Highland	\$7,000,000.00				X	X	X	X	X
City of Fresno	177		4 LD to 6 LD	Shaw	SR 99 to Brawley	\$2,000,000.00								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 Veterans Blvd	\$1,000,000.00								X
County of Fresno	558		2 LU to 4 LD	Shaw	McCall to Academy	\$10,000,000.00								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	X	X
Clovis	909		2 LU 3 LD	Shepherd	Clovis to Fowler	\$3,600,000.00					X	X	X	X
City of Fresno	132		2 LU to 4 LD	Shepherd	Cedar to Maple	\$500,000.00					X	X	X	X
City of Fresno	166		2 LD to 4 LD	Shepherd	Chestnut to Willow	\$500,000.00					X	X	X	X
Clovis	358		2 LU to 4 LD	Shepherd	Tollhouse to Del Rey	\$12,000,000.00					X	X	X	X
Clovis	393		3 LU to 4 LD	Shepherd	Willow to Clovis	\$3,000,000.00					X	X	X	X
Clovis	370		3 LD to 4 LD	Shepherd	Temperance to Dewolf	\$2,000,000.00					X	X	X	X
Clovis	356		3 LU to 4 LD	Shepherd	Armstrong to Temperance	\$1,000,000.00								X
Clovis	910		3 LD to 4 LD	Shepherd	Clovis to Fowler	\$5,412,000.00								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	X	X
City of Fresno	147		2 LU to 4 LD	Shields	Sunnyside to Fowler	\$1,000,000.00				X	X	X	X	X
City of Fresno	247		2 LU to 4 LD	Shields	Grantland to Cornelia	\$2,500,000.00								X
Kingsburg	928		2 LU to 4 LU	Simpson Street	Stroud Ave. to Sierra St.	\$800,000.00					X	X	X	X
Caltrans	10		Construct Braided Ramps	SR 180	SR 41 to SR 168	\$63,000,000.00				X	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	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	1067		Passing Lanes	SR 180 W	James to Yuba	\$10,621,000.00					X	X	X	X
Caltrans	1019		2 lane on new E-W alignment	SR 180 W	I-5 to Junction SR 33/SR180	\$223,000,000.00								X
Caltrans	1051		Widen bridge to 4 lanes	SR 198	Interchange at I-5	\$12,800,000.00								X
Caltrans	107	10300000249	Widen on Ramps at both interchanges	SR 41	Bullard to Shields	\$8,200,000.00	X	X	X	X	X	X	X	X
Caltrans	49	20300000439	Construct NB auxiliary lane	SR 41	Kullin to Herndon	\$5,143,000.00		X	X	X	X	X	X	X
Caltrans	1015	10300000174	2 L Expressway to 4 L Expressway	SR 41	Kings County line to Elkhorn	\$40,131,000.00					X	X	X	X
Caltrans	1013	10300000194	Add 1 SB Auxiliary Lane	SR 41	El Paso to Friant	\$13,970,000.00				X	X	X	X	X
Caltrans	1072		Add 1 NB Auxiliary Lane	SR 41	Ashlan to Shaw	\$7,000,000.00								X
Caltrans	39	10300000262	Add NB Aux Lanes	SR 41	*O* Street to Shields	\$19,500,000.00								X
Caltrans	55	20300000444	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	X	X
Caltrans	40	20300000575	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	X
Caltrans	917		Widen 4 lane to 6 lane Freeway	SR 99	0.2 mile S/O Grantland to Fresno/Madera Co line (Actually Ave 7 in Madera)	\$54,650,000.00				X	X	X	X	X
Caltrans	1017		Upgrade Interchange	SR 99	SR 99 and Cedar/North Ave.	\$72,500,000.00								X
Caltrans	1064		Interchange Improvements	SR 99	Central and Chestnut Interchange	\$72,500,000.00								X
Caltrans	46		Improve interchange	SR 99	At American ave interchange	\$32,600,000.00								X
Caltrans	1030		Replace bridge structures and widen Floral	SR 99	Interchange at Shaw	\$86,000,000.00								X
City of Fresno	268		Update closed bridge structure Closed 6 LD to Open 4 LD	SR99 @ Monterey St Bridge	SR 43/Floral Rd Interchange	\$10,000,000.00								X
Clovis	287	20300000561	2 LU to 6 LD	SR99 @ Monterey St Bridge	Broadway to Golden State	\$1,800,000.00			X	X	X	X	X	X
Clovis	932	20300000562	2 LU to 4 LD	Temperance	Ashlan to Gettysburg	\$500,000.00	X	X	X	X	X	X	X	X
Clovis	364	20300000564	3 LU to 4 LD	Temperance	650' N/O Ashlan to Gould Canal	\$565,000.00	X	X	X	X	X	X	X	X
Clovis	294		2 LU to 4 LD	Temperance	Heritage Ln to Shepherd	\$1,500,000.00				X	X	X	X	X
Clovis	362	20300000562	3 LD to 4 LD	Temperance	Bullard to Herndon	\$4,123,000.00				X	X	X	X	X
Clovis	363	20300000563	3 LD to 4 LD	Temperance	Enterprise Canal to Nees (Just south of Nees)	\$712,000.00				X	X	X	X	X
Clovis	272	20300000490	Widen to 2 lanes in each direction	Temperance	Nees to Lexington	\$550,000.00				X	X	X	X	X
City of Fresno	250		2 LU to 6 LD	Temperance	Center and outside travel lane improvements north and south of Sierra	\$603,300.00				X	X	X	X	X
City of Fresno	263		2 LU to 6 LD	Temperance	Jensen to Belmont	\$10,000,000.00								X
Clovis	365		2 LU to 3 LU W/WLT	Tollhouse	Belmont to Dakota	\$8,000,000.00								X
Clovis	282		2 LU to 4 LU	Tollhouse	Locan to Shepherd	\$10,000,000.00					X	X	X	X
City of Fresno	267		4 LU to 4 LD	Tollhouse	Third to Herndon	\$410,000.00					X	X	X	X
City of Fresno	1102		Widen from 4 LD to 6 LD	Ventura	SR 99 to SR 41	\$19,400,000.00				X	X	X	X	X
City of Fresno	1103		Widen from 4 LD to 6 LD	Veterans Blvd	Bullard-Bryan to Herndon	\$1,100,000.00								X
City of Fresno	1104		Unconstructed to 6 LD	Veterans Blvd	Shaw to Barstow	\$1,100,000.00								X
City of Fresno	1038		New 4 LD Superarterial	Veteran's Blvd	Gettysburg to Shaw	\$3,000,000.00								X
City of Fresno	1039		New 6 LD Superarterial	Veteran's Blvd	Shaw to Barstow	\$5,500,000.00					X	X	X	X
City of Fresno	1040		New 4 LD Suprarterial	Veteran's Blvd	Barstow to Bullard-Bryan	\$106,000,000.00					X	X	X	X
City of Fresno	224		2 LU to 4 LD	Weber	Bullard-Bryan to Herndon	\$4,500,000.00					X	X	X	X
City of Fresno	181		2 LU to 4 LD	Weber	Belmont to Olive	\$1,000,000.00								X
				Weber	Marty to Clinton	\$3,000,000.00								X

Regionally Significant Projects

Jurisdiction/Agency	TIP/RTD Project ID	CTIPS Project ID	Description			Estimated Cost	Conformity Analysis Year (project open to traffic)							
			Type of Improvement	Facility Name/Route	Project Limits		2011	2012	2014	2017	2020	2023	2025	2035
City of Fresno	114	20300000381	2 LU to 4 LD	West	Jensen to Kearney	\$3,000,000.00					X	X	X	X
City of Fresno	1007		2 LU to 4 LU	West	Kearney to Whites Bridge	\$900,000.00					X	X	X	X
City of Fresno	264		2 LU to 4 LD	Whitesbridge	Valentine to West	\$3,000,000.00					X	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	X
City of Fresno	134		2 LU to 6 LD	Willow	Herridon to Alluvial	\$800,000.00		X	X	X	X	X	X	X
Clovis	408		2 LU to 6 LD	Willow	Alluvial to 1/8 mile north	\$508,000.00		X	X	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	X	X
City of Fresno	1107		Complete widening from 4 LD to 6 LD and add bike paths on Fresno side.	Willow	Barstow to Escalon	\$1,800,000.00		X	X	X	X	X	X	X
City of Fresno	367		Add to 2 additional SB Lanes	Willow	25 mile S/O Shepherd to Shepherd	\$3,900,000.00		X	X	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	1096		2 LU to 6 LD - Clovis side only	Willow	Shepherd to Perrin	\$2,200,000.00				X	X	X	X	X
Clovis	1097		2 LU to 6 LD - Clovis side only	Willow	Perrin to Behymer	\$2,200,000.00					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	X
Clovis	1098		4 LD to 6 LD - Clovis side only	Willow	Behymer to International - Clovis side only	\$1,000,000.00					X	X	X	X
Clovis	1099		4 LD to 6 LD - Clovis side only	Willow	International to Copper	\$1,200,000.00							X	X
County of Fresno	99		2 LU to 6 LD East (County Side) Side Only	Willow	Shepherd to Copper	\$3,112,500.00								X
County of Fresno	1054		2 LU to 4 LD	Willow	Copper to Friant	\$3,112,500.00								X

Council of Fresno County Governments
 Federally-Funded Non-Regionally Significant Project Listing

Description			Estimated Cost	Conformity Analysis Year (project open to traffic)							
Type of Improvement	Facility Name/Route	Project Limits		2011	2012	2014	2017	2020	2023	2025	2035

NONE

APPENDIX C

CONFORMITY ANALYSIS DOCUMENTATION

Fresno COG 2011 Conformity Analysis

Variable	Source	Analysis Year								
		2011	2012	2014	2017	2020	2023	2025	2035	
EDP	EMFAC 2007	591,498	603,968	629,704	670,385	713,704	756,106	785,770	946,774	
EVMT	EMFAC 2007	23,301,236	23,844,098	24,936,316	26,570,020	28,198,100	29,650,982	30,692,546	36,712,772	
MVMT	TPA Model	23,574,486	24,126,268	25,215,040	26,919,315	28,275,252	30,446,297	31,626,637	37,849,735	<=Enter Modeled Daily VMT Here
N	Calculated	598,434	611,115	636,742	679,198	715,657	776,387	809,684	976,095	<= Read New Vehicle Population Here
N = New Population										
EDP = EMFAC Default Population										
MVMT = Modeled VMT										
EVMT = EMFAC Default VMT										

EMFAC Emissions (tons/day)**FRESNO**

<u>Pollutant</u>	<u>Source</u>	<u>Description</u>	2017			2025	2035		
Carbon Monoxide	EMFAC 2007 (Winter Run)	CO Total Exhaust (All Vehicles Total)	84.09			59.17	53.73		
		Conformity Total	84			59	54		
Ozone	EMFAC 2007 (Summer Run)	ROG Total Exhaust (All Vehicles Total)	2011 15.43	2014 12.84	2017 11.01	2023 8.97	2025 8.58	2035 7.49	
		District Existing Local Reductions	0.00	0.00	0.00	0.00	0.00	0.00	
		ARB Existing Local Reductions	0.01	0.01	0.01	0.01	0.01	0.01	
		District New/Proposed Local Reductions	0.15	0.15	0.15	0.16	0.16	0.16	
		ARB New/Proposed State Reductions	0.00	0.00	0.00	0.00	0.00	0.00	
		Conformity Total	15.27	12.68	10.85	8.80	8.41	7.32	
Ozone	EMFAC 2007 (Summer Run)	NOx Total Exhaust (All Vehicles Total)	51.61	40.28	32.02	22.64	21.02	18.46	
		District Existing Local Reductions	0.39	0.23	0.36	0.31	0.31	0.31	
		ARB Existing Local Reductions	3.59	3.20	2.93	2.71	2.71	2.71	
		District New/Proposed Local Reductions	0.05	0.06	0.06	0.06	0.06	0.06	
		ARB New/Proposed State Reductions	0.00	0.00	0.00	0.00	0.00	0.00	
		Conformity Total	47.58	36.79	28.67	19.56	17.94	15.38	
PM-10	EMFAC 2007 (Annual Run)	PM-10 Total (All Vehicles Total) * includes tire & brake wear				2020 1.88	2025 1.89	2035 2.10	
		ARB	Existing Reflash, Idling, and Moyer (HDI, PFR, Moyer, AB1493, Relfash)			0.02	0.02	0.02	
			Conformity Total				1.86	1.87	2.08
	PM-10	EMFAC 2007 (Annual Run)	NOx Total Exhaust (All Vehicles Total)				25.84	20.91	18.33
ARB			Existing Reflash, Idling, and Moyer (HDI, PFR, Moyer, AB1493, Relfash)			2.73	2.73	2.73	
		Conformity Total				23.11	18.18	15.60	
PM2.5	EMFAC 2007 (Annual Run)	PM2.5 Total Exhaust (All Vehicles Total) * includes tire & brake wear	2012 1.78 2014 1.61 2017 1.43			2025 1.25 2035 1.36			
		ARB	Adopted State and Local Measures not included in EMFAC 2007			0.02	0.02		
	ARB	2007 State Strategy			0.00	0.00			
			Conformity Total	1.80 1.60 1.40			1.20	1.30	
PM2.5	EMFAC 2007 (Annual Run)	NOx Total Exhaust (All Vehicles Total)	47.48 40.21 31.99			20.91 18.33			
		ARB	Adopted State and Local Measure not included in EMFAC 2007			3.64	3.35		
	ARB	2007 State Strategy			0.00	0.00			
			Conformity Total	43.80 36.90 28.60			17.60	15.00	

Paved Road Dust Emissions (tons/day)

FRESNO 2020

	Enter Freeway VMT ==>	Enter Arterial VMT ==>	Enter Collector VMT ==>	Enter Total of Urban and Rural Local VMT Here ==>	VTMT 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
					Freeway	10,194,446	3,721	1067.533	2.845	0.075	2.631
					Arterial	12,926,737	4,718	1947.518	5.189	0.282	3.726
					Collector	3,070,374	1,121	462.577	1.233	0.407	0.731
					Urban	1,329,397	485	844.016	2.249	0.324	1.520
					Rural	754,298	275	1363.230	3.632	0.090	3.305
					Totals	28,275,252	10,320	5684.874	5528.895	15.148	11.914

FRESNO 2025

	Enter Freeway VMT ==>	Enter Arterial VMT ==>	Enter Collector VMT ==>	Enter Total of Urban and Rural Local VMT Here ==>	VTMT 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
					Freeway	11,327,325	4,134	1186.165	3.161	0.075	2.924
					Arterial	14,472,134	5,282	2180.345	5.810	0.282	4.171
					Collector	3,510,760	1,281	528.925	1.409	0.407	0.836
					Urban	1,477,875	539	938.282	2.500	0.324	1.690
					Rural	838,543	306	1515.486	4.038	0.090	3.675
					Totals	31,626,637	11,544	6349.202	6174.995	16.918	13.295

FRESNO 2035

	Enter Freeway VMT ==>	Enter Arterial VMT ==>	Enter Collector VMT ==>	Enter Total of Urban and Rural Local VMT Here ==>	VTMT 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
					Freeway	13,110,968	4,786	1372.943	3.658	0.075	3.384
					Arterial	17,456,586	6,372	2629.977	7.008	0.282	5.032
					Collector	4,476,316	1,634	674.393	1.797	0.407	1.066
					Urban	1,790,142	653	1136.536	3.028	0.324	2.047
					Rural	1,015,723	371	1785.700	4.891	0.090	4.451
					Totals	37,849,735	13,815	7649.549	7439.664	20.383	15.979

DO NOT CHANGE ANY ITEMS BELOW THIS LINE

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

Emission Factors

Road Type	Silt Loading	Weight	k (lb PM10/ VMT)	Base EF (lb PM10/ VMT)	
Freeway	0.02	2.4	0.016	0.000573793	EFFreeway
Arterial	0.035	2.4	0.016	0.000825524	EFArterial
Collector	0.035	2.4	0.016	0.000825524	EFCollector
Local	0.32	2.4	0.016	0.003478828	EFLocal
Rural	1.6	2.4	0.016	0.009902924	EFRural

FRESNO

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

FRESNO

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

Unpaved Road Dust Emissions (tons/day)

FRESNO 2020

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

FRESNO 2025

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

FRESNO 2035

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

DO NOT CHANGE ANY ITEMS BELOW THIS LINE

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

Road Construction Dust**FRESNO**

Description	2020		2025		2035	
	Year	Lane Miles	Year	Lane Miles	Year	Lane Miles
Baseline	2005	5911	2020	6647	2025	6859
Horizon	2020	6,647	2025	6,859	2035	7,042
Difference	15	736	5	212	10	183
Lane Miles per Year		49		42		18
Acres Disturbed		190		164		71
Acre-Months		3426		2960		1278
Emissions (tons/year)		376.832		325.632		140.544
Annual Average Day Emissions (tons)		1.032		0.892		0.385
District Rule 8021 Control Rates		0.290		0.290		0.290
Total Emissions (tons per day)		0.733		0.633		0.273

PM10 Emission Trading Worksheet

v311

FRESNO CONFORMITY ESTIMATES (tons/day)

	2020		2025		2035	
	PM10	NOx	PM10	NOx	PM10	NOx
Total On-Road Exhaust	1.860	23.110	1.870	18.180	2.080	15.600
Paved Road Dust	11.914		13.295		15.979	
Unpaved Road Dust	0.596		0.596		0.596	
Road Construction Dust	0.733		0.633		0.273	
Total	15.103	23.110	16.394	18.180	18.928	15.600

Difference (2020 Budget - 2020)

	PM10	NOx
2020 Budgets	16.1	23.2
2020	15.1	23.1
Difference	1.0	0.1
* 1.5 (Adjustment to NOx Budget)	-1.5	

NOTE: IF PM10 DIFFERENCE IS NEGATIVE,
IMPLEMENT TRADING BELOW; IF NOT, INSERT
RESULTS DIRECTLY INTO TOTALS SHEET

Difference (2020 Budget - 2025)

	PM10	NOx
2020 Budgets	16.1	23.2
2025	16.4	18.2
Difference	-0.3	5.0
* 1.5 (Adjustment to NOx Budget)	0.4	

NOTE: IF PM10 DIFFERENCE IS NEGATIVE,
IMPLEMENT TRADING BELOW; IF NOT, INSERT
RESULTS DIRECTLY INTO TOTALS SHEET

Difference (2020 Budget - 2035)

	PM10	NOx
2020 Budgets	16.1	23.2
2035	18.9	15.6
Difference	-2.8	7.6
* 1.5 (Adjustment to NOx Budget)	4.2	

NOTE: IF PM10 DIFFERENCE IS NEGATIVE,
IMPLEMENT TRADING BELOW; IF NOT, INSERT
RESULTS DIRECTLY INTO TOTALS SHEET

1:1.5 PM10 to NOx Trading

	PM10	NOx
2020 Budget	16.1	23.2

Adjusted 2020 Budget	N/A	N/A
2020 Conformity Total	15.1	23.1
Difference	N/A	N/A

NOTE: FINAL DIFFERENCE MUST BE POSITIVE

Adjusted 2020 Budget	16.4	22.8
2025 Conformity Total	16.4	18.2
Difference	0.0	4.6

NOTE: FINAL DIFFERENCE MUST BE POSITIVE

Adjusted 2020 Budget	18.9	19.0
2035 Conformity Total	18.9	15.6
Difference	0.0	3.4

NOTE: FINAL DIFFERENCE MUST BE POSITIVE

Fresno

2011 Conformity Results Summary

Pollutant	Scenario	Emissions Total		DID YOU PASS?	
Carbon Monoxide		CO (tons/day)		CO	
	2010 Budget	240			
	2017	84		YES	
	2018 Budget	240			
	2018	81		YES	
	2025	59		YES	
	2035	54		YES	
Ozone		ROG (tons/day)	NOx (tons/day)	ROG	NOx
	2011 Budget	15.5	47.9		
	2011	15.3	47.6	YES	YES
	2014 Budget	12.9	37.2		
	2014	12.7	36.8	YES	YES
	2017 Budget	11.1	29.1		
	2017	10.9	28.7	YES	YES
	2023	8.8	19.6	YES	YES
	2025	8.4	17.9	YES	YES
	2035	7.3	15.4	YES	YES
PM-10		PM-10 (tons/day)	NOx (tons/day)	PM-10	NOx
	Adjusted 2020 Budget	16.1	23.2		
	2020	15.1	23.1	YES	YES
	Adjusted 2020 Budget	16.4	22.8		
	2025	16.4	18.2	YES	YES
	Adjusted 2020 Budget	18.9	19.0		
	2035	18.9	15.6	YES	YES
1997 PM2.5 24-Hour & Annual Standards and 2006 24-Hour Standard		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
	2012 Budget	1.9	44.2		
	2012	1.8	43.8	YES	YES
	2014	1.6	36.9	YES	YES
	2017	1.4	28.6	YES	YES
	2025	1.2	17.6	YES	YES
	2035	1.3	15.0	YES	YES

APPENDIX D

TIMELY IMPLEMENTATION DOCUMENTATION FOR TRANSPORTATION CONTROL MEASURES

Council of Fresno County Governments
Timely Implementation Documentation

<u>RACM Commitment</u>	<u>Agency</u>	<u>Commitment Description</u>	<u>Commitment Schedule</u>	<u>Commitment Funding</u>	<u>TIP</u>	<u>TIP Project ID</u>	<u>Project Description</u>	<u>Implementation Status</u> (as of 10/08)	<u>2011 Conformity Update</u> (as of 03/10)
FR 5.10	Fresno COG	Freeway Service Patrol	on-going	not specified	2002	FRE020163	To Expand the Freeway Service Patrol to Serve Additional Segments of SR99, 168, and 180	Complete	Complete
					2002	FRE020649	To Support the Existing Freeway Service Patrol Along Segments of State Routes 41, 99, and 180 (Three Current Beats)	Complete	Complete
FR5/FR5.4	Clovis	Traffic Flow Improvements; Site Specific TCMs	in progress	not specified			Willow-Shaw Intersection	Complete	Complete
							Willow-Ashlan Intersection	Complete	Complete
							Willow-Bullard Intersection	Delays due to ROW issues. This project is in discussion to be completed in conjunction with surrounding local developments; construction scheduled to begin in 2009.	ROW issue has been resolved, construction scheduled to begin by end of 2010, completion anticipated end of 2011.
							Willow-Barstow Intersection	Complete	Complete
							Willow-Herdon 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
FR18-TCM1-TCM4	Clovis	Twenty projects	not specified	CMAQ & TEA			Bicycle Improvement: Willow, Bullard-Sierra	Complete	Complete
							Bicycle Improvement: Fowler, N/O Dakota-Shaw	Complete	Complete
							Bicycle Improvement: Armstrong, between Tollhouse-Bullard	Complete	Complete
					1996/1998	NO ID NUMBER	Traffic signal interconnection along Shaw (Clovis-Temperance)	Complete	Complete
					1996/1998	NO ID NUMBER	Traffic signal interconnection along Herndon (Willow-Tollhouse)	Complete	Complete
					2000	FRE000104	Traffic Signal Interconnection along Villa Avenue (Bullard-Shaw)	Complete	Complete
					2000	FRE000101	Traffic Signal Interconnection along Ashlan Avenue (Clovis-Winery)	Complete	Complete

Council of Fresno County Governments
Timely Implementation Documentation

<u>RACM Commitment</u>	<u>Agency</u>	<u>Commitment Description</u>	<u>Commitment Schedule</u>	<u>Commitment Funding</u>	<u>TIP</u>	<u>TIP Project ID</u>	<u>Project Description</u>	<u>Implementation Status</u> (as of 10/08)	<u>2011 Conformity Update</u> (as of 03/10)
		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

Council of Fresno County Governments
Timely Implementation Documentation

<u>RACM Commitment</u>	<u>Agency</u>	<u>Commitment Description</u>	<u>Commitment Schedule</u>	<u>Commitment Funding</u>	<u>TIP</u>	<u>TIP Project ID</u>	<u>Project Description</u>	<u>Implementation Status</u> (as of 10/08)	<u>2011 Conformity Update</u> (as of 03/10)
FR 9.3/9.5/10.4/10.5/ 10.7/TCM4/19.18	Coalinga	Off-street bike path on SR33 (Jayne Avenue), Merced Avenue-Willow Springs	2002	CMAQ	2002	FRE020107	Construct Bicycle Lane on Polk Street/SR198 (Merced to Willow Springs Ave.)	Complete	Complete
		Bicycle and Pedestrian Programs	implemented and ongoing	CMAQ, TEA			Bikeway: Monterey Ave. from creek at Cambridge Ave. to Washington Street	Delays in approval. Construction scheduled for 2009.	Engineering currently in progress, no further delays anticipated. Construction by end of 2010.
							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. Delays in approval. Construction scheduled for 2009.	Engineering is being coordinated with Caltrans, completion of project anticipated by end of 2010.
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 complete; 75% of signal coordination completed; remaining signals to be coordinated in early 2009	Complete
		Shaw & Blackstone			2000	FRE000117	Traffic Signal Improvements to Include Dual-Left Turn Phasing & Signal Appurtenances (Shaw and Blackstone Avenues)	Complete	Complete
		Shaw & Fresno			2000/2002	FRE020116	Traffic signal improvements to Include Dual-Left Turn Phasing & Signal Appurtenances (Shaw and Fresno Avenues)	Complete	Complete
		Shaw & First			2004	FRE020117	Traffic Signal Improvements to Include Dual-Left Turn Phasing & Signal Appurtenances at Intersection of Shaw Avenue and First Street	Complete	Complete
		Blackstone & Bullard			2004	FRE020119	Traffic Signal Improvements to Include Dual-Left Turn Phasing & Signal Appurtenances at Intersection of Blackstone and Bullard Avenues	Delays in design and approval. Under construction. Completion in 2009	Complete

Council of Fresno County Governments
Timely Implementation Documentation

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		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. Bid awarded October 2008. Construction expected to begin early 2009.	Complete.
		Cedar & Shaw			2000/2002	FRE020123	Traffic Flow Improvements Including Installation of Dual NB and SB Lanes & Separate Right Turn Lanes	Delays due to ROW. Under construction. Completion in 2009	Complete
		Fresno & Sierra			2004	FRE040620	Fresno Ave. at Sierra Ave. Additional turning lane and light turn phasing.	Delays in design. Design complete by Fall 2008. Construction to begin in early 2009.	Complete
		Controller at Railroad Crossing			2000/2002	FRE020126	New Controller and Pre-Emption to Interconnect to Railroad Crossing, Reconstruct 3 Returns & New Signal Poles	Complete	Complete
		Marks & Weber			2004	FRE020127	At Marks and Weber Avenue Intersection; Install Traffic Flow Improvements Including Ultimate Build of Intersection & New Traffic Signal	Delays in ROW acquisition continue (eminent domain issue). Construction expected to be complete in 2009.	ROW issue resolved, currently under construction, completion anticipated end of 2010.
		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	Delays in design. Construction begins in August 2008. Currently under construction. Completion in 2009.	Complete
		Herndon, Van Ness & Marks			2000/2002	FRE020614	Widen From 4 to 6 Lanes Divided. (West Avenue to Marks Avenue) Modify Traffic Signals/Provide Dual Left Turns at turns at Van Ness & Marks Avenues. Provide Right Turn Lanes & Bus Bays	Complete	Complete
FR 9.2/9.3/9.5/TCM4/19.18	Fresno	Improve bicycle facilities	in progress	\$1.7 M CMAQ	2004	FRE020129	Lump-Sum Bicycle Facilities Including Lanes, Racks, Traffic Control Devices to Assist Bicyclist - On Major Streets	Complete	Complete
FR 5.2/5.3/5.4/5.5/19.25/TCM1	Huron	Install and synchronize two traffic signals; SR 269 improvements (4th & 9th Streets)	not specified; 2003	CMAQ; TEA					

Council of Fresno County Governments
Timely Implementation Documentation

<u>RACM Commitment</u>	<u>Agency</u>	<u>Commitment Description</u>	<u>Commitment Schedule</u>	<u>Commitment Funding</u>	<u>TIP</u>	<u>TIP Project ID</u>	<u>Project Description</u>	<u>Implementation Status</u> (as of 10/08)	<u>2011 Conformity Update</u> (as of 03/10)
					2002/2004	FRE020135	Install Traffic Signals on Lassen Ave. (SR 269) (4th and 9th Street intersections)	Delays due to engineering and final design. Construction will be complete in FY09.	Design complete, project out to bid, construction anticipated to be complete by end of 2010.
		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 not specified L Street and SR 269		TEA	2000	FRE001811	"L" Street Landscaped Bike & Pedestrian Pathway	Complete	Complete
FR 5.2/19.25	Kerman	Construct signal intertie for signals along Madera Avenue		2003 CMAQ	2002/2004	FRE020137	Traffic Signal Interconnect for Four Signals Along Madera Avenue from "E" Street to Whitesbridge Road. Install Signal at Madera & Stanislaus.	Complete	Complete
FR 5.3/5.4/TCM1	Kingsburg	Intersection improvements at SR 2001 and Draper Street and 18th Avenue		2004 CMAQ	2004	FRE040616	Eliminate 2 of 3 intersections at 18th Ave. and Sierra St., provide turn pockets, & expand park (18th Ave. & Sierra St. intersection improve program) On 18th Avenue N/O Sierra Street; Complete 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	Delay in ROW acquisition. Land now acquired and plans in design. Out to bid early 2009 with construction in Oct 2009	ROW issue resolved, construction anticipated by end of 2010.
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

Council of Fresno County Governments
Timely Implementation Documentation

<u>RACM Commitment</u>	<u>Agency</u>	<u>Commitment Description</u>	<u>Commitment Schedule</u>	<u>Commitment Funding</u>	<u>TIP</u>	<u>TIP Project ID</u>	<u>Project Description</u>	<u>Implementation Status</u> (as of 10/08)	<u>2011 Conformity Update</u> (as of 03/10)
		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	Retrofit of curb returns are prioritized. 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	Repair/replacement of broken sidewalks is prioritized. On going with TDA funds
							Install traffic signal @ Parlier Ave. and Madsen Ave.	Complete	Complete
							bike lanes E. Parlier Ave. between Newmark Ave. and Madsen Ave.	Complete	Complete
FR 5.2/19.25	Reedley	Coordination software; install additional signal facilities		2002 Federal	2000	FRE000130	Install traffic signal at "I" Street and Reed Ave. & coordinate equipment from Manning to 11th Street	Complete	Complete
FR 6.1/6.2/TCM6	Reedley	Park and ride lot		2002 Federal	1996/1998/2000	FRE000129	Acquisition & construction of 40-vehicle park & Ride facility for commuters & acquire adjacent abandoned railroad right-of-way	Complete	Complete
FR 9.3	Reedley	Construct portion of downtown rail-trail and design of two extensions	in process	partial CMAQ	2000/2002	FRE000132/FRE020147	Construct Bicycle Path/Pedestrian Trail Along Railbank Tulare Valley Railroad Corridor - Phase II (Dinuba to Buttonwillow)	Complete	Complete
					2002/2004	FRE021808	Acquire Right-Of-Way and Construct Bicycle/Pedestrian Trail Adjacent Existing Union Pacific Railroad Tracks (Manning Avenue to Kings River)	Complete	Complete
FR-19.4	Reedley	Increase Parking at Transit Centers or Stops	this year (2002)	not specified			Construct first city park and ride lot	Complete	Complete
No. 4	Reedley	Purchase PM-10 streetsweeper	not specified	CMAQ	2000	FRE000131	Replace City's Older Diesel Street Sweeper With An Alternately 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

Council of Fresno County Governments
Timely Implementation Documentation

<u>RACM Commitment</u>	<u>Agency</u>	<u>Commitment Description</u>	<u>Commitment Schedule</u>	<u>Commitment Funding</u>	<u>TIP</u>	<u>TIP Project ID</u>	<u>Project Description</u>	<u>Implementation Status</u> (as of 10/08)	<u>2011 Conformity Update</u> (as of 03/10)
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 Rose/McCall	not specified	CMAQ	2002	FRE020152	Install Traffic Signals and Provide Interconnection	Complete	Complete
		Thompson/Whitson			2002	FRE020152	Install Traffic Signals and Provide Interconnection	Complete	Complete
		Thompson/Dinuba			2000	FRE000138	Install Traffic Signal at Intersection of Thompson & Dinuba Avenues	Complete	Complete
		McCall/Barbara			2002	FRE020154	In Selma (At McCall Avenue and Barbara Street Intersection) Install Traffic Signal Interconnect With City Traffic Signal Synchronization System	Complete	Complete
FR 19.18	Selma	Four pedestrian projects Highland Avenue	not specified	not specified	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

Council of Fresno County Governments
Timely Implementation Documentation

<u>RACM Commitment</u>	<u>Agency</u>	<u>Commitment Description</u>	<u>Commitment Schedule</u>	<u>Commitment Funding</u>	<u>TIP</u>	<u>TIP Project ID</u>	<u>Project Description</u>	<u>Implementation Status</u> (as of 10/08)	<u>2011 Conformity Update</u> (as of 03/10)
		McCall			2001	FRE000637	AC Overlay With Fabric Underlayment (Arrants Street to Dinuba Avenue)	Complete	Complete
FR5.3	Fresno County	Reduce Traffic Congestion at Major Intersections	not specified	not specified			Signal @SR 145 and Belmont Ave.	Complete	Complete
							Signal @ SR 41 and Mt. Whitney Ave.	Complete	Complete
							Grade separation on Chestnut Ave @ Golden State Blvd/UPRR crossing	Complete	Complete
FR 5.9	Fresno County	Bus pullout on Shaw Avenue at Wishon Avenue	not specified	not specified	1996/1998/2000	FRE000140	Construct bus turnouts at four existing bus stops on Shaw Avenue (Palm-Blackstone)	Complete	Complete
FR 9.3/10.4/TCM4	Fresno County	Bicycle/Pedestrian Program and Development of Bicycle Travel Facilities	2002	Local			Class II bikeway on Ashlan between Minnewawa and Clovis	Complete	Complete
							Bikeways on Auberry Road between MP2 and MP4 and at Friant-Kern Canal	Complete	Complete
							Bikeway Friant Rd, Millbrook to North Fork Rd	Delays (environmental, ROW) continue due to bikeway construction from Millbrook to Lost Lake Road is complete. The portion from Lost Lake Road to North Fork Road is under construction. Anticipated completion date end of 2010.	Complete
							Bikeway on Millerton Rd from Park entrance to Sky Harbor Rd.	Delays due to environmental issues and discussions with local Native American Tribe. Construction scheduled to begin in early 2009.	Environmental issues and concerns of local Native American Tribal leaders have been mitigated with the inclusion of this project as part of the 4-lane facility for Millerton Road from Friant Road to Sky Harbor Rd.
FR19.18	Fresno County	Pedestrian Facilities	2002	CDBG, TDA, Safe Routes to Schools			Selma W. Front Street Improvements	Complete	Complete
							Kerman Kearney Plaza Improvements	Complete	Complete
							Parlier Sidewalk Improvements @ Zediker Ave.	Complete	Complete
							Parlier Third Street Improvements	Complete	Complete
							Reedley East Area Street Drainage/Sidewalk Improvements	Complete	Complete

Council of Fresno County Governments
Timely Implementation Documentation

<u>RACM Commitment</u>	<u>Agency</u>	<u>Commitment Description</u>	<u>Commitment Schedule</u>	<u>Commitment Funding</u>	<u>TIP</u>	<u>TIP Project ID</u>	<u>Project Description</u>	<u>Implementation Status</u> (as of 10/08)	<u>2011 Conformity Update</u> (as of 03/10)
							Tranquility Curb/Gutter/Sidewalk & Street Reconstruction Phase V	Complete	Complete
							Del Ray Sidewalk/Curb & Gutter Reconstruction	Complete	Complete
<u>ADDITIONAL PROJECTS IDENTIFIED</u>									
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 completion by end of 2008.	Complete
FR-TCM1	Fowler	Traffic Flow Improvements			2007	FRE040602	Interconnection of traffic signals at the intersections of Manning Ave./Golden State Blvd. and Manning Ave./Vineyard Pl.	Delays in design and approval. Construction scheduled to start in March 2009	Delays in design and approval. Construction scheduled to start 2011.
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- out to bid scheduled for completion in 2009; H Street- Complete; First Street, out to bid Scheduled for completion in 2009.	C Street Project-Complete; Fruit Avenue-Complete; H Street-Complete; First Street-Complete
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 2009.	Have E76, bids being recertified, completion anticipated end of 2010.
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.	Currently in design. Construction scheduled to be complete in 2009.	Have E76, bids being recertified, construction completion anticipated end 2010.

Council of Fresno County Governments
Timely Implementation Documentation

<u>RACM Commitment</u>	<u>Agency</u>	<u>Commitment Description</u>	<u>Commitment Schedule</u>	<u>Commitment Funding</u>	<u>TIP</u>	<u>TIP Project ID</u>	<u>Project Description</u>	<u>Implementation Status</u> (as of 10/08)	<u>2011 Conformity Update</u> (as of 03/10)
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	Partler	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
FR9.2/10.4/10.5/1 0.7/TCM-4	Reedley	Various Bicycle and Pedestrian		TE			Reedley Phase IV - Rails to Trails. Class I trail from Manning to Kings River along the San Joaquin Valley Railroad Corridor.	Complete	Complete
FR19.18	Reedley	Pedestrian Facilities		CMAQ	2007	FRE040115	Install sidewalks and ramps, replace/repair existing sidewalks and ramps on both sides of Manning Ave. between Frankwood and Buttonwillow Ave.	Delay due to ROW acquisition. Construction in early summer 2009.	Very difficult ROW acquisition has delayed project. Construction end of 2010.
FR9.3	Selma	Bicycle/Pedestrian Program					Constructed Shoulders and made pedestrian improvements along McCall Avenue from Floral Avenue to Arrants Street.	Complete.	Complete
FR5.4	Fresno County	Site-Specific Transportation Control Measures					Install traffic signals at Belmont/Academy Avenues, Fruit/Browning Avenues, and Millerton Road/Table Mountain Casino.	Complete.	Complete
FR10.7A	Fresno County	Require Inclusion of Paved Shoulders Adequate for Bicycle Use on State or Federally Funded Reconstruction or Widening of Federal Major Collectors or Greater					Install on Academy Avenue from SR 180 to Shaw; Rose Avenue from Amber to Lac Jac; McCall Avenue from Jensen to SR 180; Jayne Avenue from Sacramento Alignment to Sutter; Crawford Avenue from Floral to Manning.	Complete.	Complete

**Council of Fresno County Governments
2002 RACM Timely Implementation Documentation**

<u>RACM Commitment</u>	<u>Agency</u>	<u>Measure Title</u>	<u>Measure Description (not verbatim)</u>	<u>Implementation Status</u> (as of 10/08)	<u>2011 Conformity Update</u> (as of 03/10)
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 2008/2009 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 2010-11 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. Staff continues to evaluate regional transit services. No need yet identified.
FR1.2	Clovis / Clovis Transit	Transit Access to Airports	Provide access to Fresno Yosemite International Airport.	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.	Clovis "Roundup" service continues to provide curb-to-curb service for senior and disabled residents from their homes, to and from the airport. Clovis "Stageline" services continues to coordinate with Fresno Area Express to provide regular route service into Fresno Yosemite 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.	Review to identify any needed improvements is an ongoing process. No specific need has been identified.
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).

Council of Fresno County Governments
2002 RACM Timely Implementation Documentation

<u>RACM Commitment</u>	<u>Agency</u>	<u>Measure Title</u>	<u>Measure Description (not verbatim)</u>		<u>Implementation Status</u> (as of 10/08)	<u>2011 Conformity Update</u> (as of 03/10)
FR-TCM1	Firebaugh	Traffic Flow Improvements	Apply for funding to create park and ride lot.	Currently in development. See Project TID table.	Project complete.	
FR5.4	Fowler	Site-Specific Transportation Control Measures	Monitor traffic flows and make improvements as needed.	Vehicular traffic within the City of Fowler does not experience delays associated with geometric or traffic control configurations. Traffic flows are routinely observed and monitored during field excursions within the City. No need yet identified.	Fowler staff reports no changes since last Conformity update. 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.	
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).	

Council of Fresno County Governments
2002 RACM Timely Implementation Documentation

<u>RACM Commitment</u>	<u>Agency</u>	<u>Measure Title</u>	<u>Measure Description (not verbatim)</u>	<u>Implementation Status</u> (as of 10/08)	<u>2011 Conformity Update</u> (as of 03/10)
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.	No 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.
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.	General Plan adopted, the city is evaluating the level of service for all arterials and collectors, is evaluating possible signal at Vineland and Whites Bridge. 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.

Council of Fresno County Governments
2002 RACM Timely Implementation Documentation

<u>RACM Commitment</u>	<u>Agency</u>	<u>Measure Title</u>	<u>Measure Description (not verbatim)</u>	<u>Implementation Status</u> (as of 10/08)	<u>2011 Conformity Update</u> (as of 03/10)
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.	First traffic signal installed in Orange Cove in 2009 at Anchor and South Ave. Traffic flows are routinely observed and monitored during field excursions within the City. No additional need yet identified.
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.	All intersections within the City of Parlier continue to operate at acceptable levels of service. The city will continue to monitor and make improvements as necessary.
FR5.4	Parlier	Site-Specific Transportation Control Measures	Continue to monitor traffic flows and street congestion and make improvements on an as-needed basis.	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.
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 reviewing the need for intersection improvements along Manning Avenue. No need identified.	The City continues to conduct yearly traffic counts at all of its major intersections, monitoring its current level of service. Manning Ave. study completed. Walkability evaluation and capacity reviews continue. Have incorporated bike facilities in all developments and all federal aid programs.

Council of Fresno County Governments
2002 RACM Timely Implementation Documentation

<u>RACM Commitment</u>	<u>Agency</u>	<u>Measure Title</u>	<u>Measure Description (not verbatim)</u>		<u>Implementation Status</u> (as of 10/08)	<u>2011 Conformity Update</u> (as of 03/10)
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 is completed. The City continues to conduct yearly traffic counts at all of its major intersections, monitoring its current level of service.
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. The construction of a new bike trail along Buttonwillow Avenue from Huntsman to Dinuba Avenues was delayed due to a ROW issue. Construction by end of 2010.
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. The construction of a new bike trail along Buttonwillow Avenue from Huntsman to Dinuba Avenues was delayed due to a ROW issue. Construction by end of 2010.
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.
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 traffic study of the Manning Avenue corridor and its major intersections has been completed.
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.

Council of Fresno County Governments
2002 RACM Timely Implementation Documentation

<u>RACM Commitment</u>	<u>Agency</u>	<u>Measure Title</u>	<u>Measure Description (not verbatim)</u>		<u>Implementation Status</u> (as of 10/08)	<u>2011 Conformity Update</u> (as of 03/10)
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.	
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.	The general plan update is still in progress. Evaluation of the level of service for all arterials and collectors continues	
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.	No delays associated with geometric or traffic control configuration improvements identified. Traffic flows are routinely observed and monitored during field excursions within the City. No need yet identified.	

Council of Fresno County Governments
2002 RACM Timely Implementation Documentation

<u>RACM Commitment</u>	<u>Agency</u>	<u>Measure Title</u>	<u>Measure Description (not verbatim)</u>	<u>Implementation Status</u> (as of 10/08)	<u>2011 Conformity Update</u> (as of 03/10)
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.
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 committed to pursuing this commitment.	FCRTA continues to maintain a Subscription Service program for each of its operations. Patrons for such Subscription Service represents less that five percent (5%) of our total ridership at this time. The FCRTA remains committed to pursuing this commitment.

Council of Fresno County Governments
2002 RACM Timely Implementation Documentation

<u>RACM Commitment</u>	<u>Agency</u>	<u>Measure Title</u>	<u>Measure Description (not verbatim)</u>		<u>Implementation Status</u> (as of 10/08)	<u>2011 Conformity Update</u> (as of 03/10)
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 be 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 be installed as a further convenience to our patrons. The FCRTA remains committed to pursuing this commitment.

APPENDIX E

PUBLIC MEETING PROCESS DOCUMENTATION

The Fresno Bee

1626 E Street
Fresno, CA 93786
(559) 441-6271

ADVERTISING MEMO INVOICE

COUNCIL OF FRESNO COUNTY GOV-

ERNMENTS/ATTN: DOTTIE WRIGHT

2035 TULARE ST #201
FRESNO , CA 93721-2004

ACCOUNT NUMBER: F- COUN5592334148

AD NUMBER: 133097

DATE: APRIL 30, 2010

INVOICE NUMBER: T043013309701

PLEASE RETURN DUPLICATE WITH PAYMENT

START DATE	END DATE	DESCRIPTION	CLASS	LINES/ INCHES	# RUN	TOTAL LINES	RATE	TOTAL AMOUNT
04/30/10	04/30/10	PUBLIC NOTICE # 133097 NOTICE	894	168	1	168	\$.00	\$723.96
							TOTAL	\$723.96

RATE SHOWN SUBJECT TO ADJUSTMENT AT THE END OF CONTRACT YEAR
DEPENDING ON AMOUNT OF SPACE USED

The Fresno Bee

1626 E Street
Fresno, CA 93786
(559) 441-6271

RECEIVED

MAY 03 2010

BY: 
FRESNO COG**ADVERTISING MEMO INVOICE**

COUNCIL OF FRESNO COUNTY GOV-

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DEPENDING ON AMOUNT OF SPACE USED

FMEMO

COUNCIL OF FRESNO COUNTY GOV-

ERNMENTS/ATTN: DOTTIE WRIGHT

2035 TULARE ST #201

FRESNO, CA 93721-2004

PROOF OF PUBLICATION

COUNTY OF FRESNO STATE OF CALIFORNIA

EXHIBIT A.

PUBLIC NOTICE

#133097

**NOTICE OF PUBLIC HEARING ON THE
DRAFT 2011 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM,
THE DRAFT 2011 REGIONAL TRANSPORTATION PLAN,
THE DRAFT SUBSEQUENT ENVIRONMENTAL IMPACT REPORT AND
CORRESPONDING DRAFT CONFORMITY ANALYSIS**

NOTICE IS HEREBY GIVEN that the Council of Fresno County Governments (Fresno COG) will hold a public hearing on May 27, 2010 at 5:30 p.m. at the Fresno COG Sequoia Conference Room located at 2035 Tulare St., Suite 201, Fresno, CA 93721 regarding the Draft 2011 Federal Transportation Improvement Program (2011 FTIP), the Draft 2011 Regional Transportation Plan (2011 RTP), the Draft Subsequent Environmental Impact Report (EIR) for the RTP and corresponding Draft Air Quality Conformity Analysis for the 2011 FTIP and 2011 RTP. The purpose of this combined public hearing is to receive public comments on these documents.

- The 2011 FTIP is a near-term listing of capital improvement and operational expenditures utilizing federal and state monies for transportation projects in Fresno County during the next four years.
- The 2011 RTP is a long-term strategy to meet Fresno County's transportation needs out to the year 2035.
- The Program EIR provides an analysis of potential environmental impacts related to the implementation of the RTP as required by the California Environmental Quality Act.
- The Conformity Analysis contains the documentation to support a finding that the 2011 FTIP and 2011 RTP meet the air quality conformity requirements for carbon monoxide, ozone and particulate matter.

Individuals with disabilities may call Fresno COG at (559) 233-4148 (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 45-day public review and comment period will commence on April 30, 2010 and conclude on June 14, 2010. The draft documents are available for review at the Fresno COG office, located at 2035 Tulare St., Suite 201, Fresno, CA 93721 and on the Fresno COG website at www.fresnocog.org.

Public comments are welcomed at the hearing, or may be submitted in writing by 5 p.m. on June 14, 2010 to Clark Thompson at the address below.

After considering the comments, the documents will be considered for adoption, by resolution, by the Fresno COG at a regularly scheduled meeting to be held on July 29, 2010. The documents will then be submitted to state and federal agencies for approval.

Contact Person: Clark Thompson, Planner III
2035 Tulare St., Suite 201
Fresno, CA 93721
(559) 233-4148
clarkt@fresnocog.org

The undersigned states:

McClatchy Newspapers in and on all dates herein stated was a corporation, and the owner and publisher of The Fresno Bee.

The Fresno Bee is a daily newspaper of general circulation now published, and on all-the-dates herein stated was published in the City of Fresno, County of Fresno, and has been adjudged a newspaper of general circulation by the Superior Court of the County of Fresno, State of California, under the date of November 22, 1994, Action No. 520058-9.

The undersigned is and on all dates herein mentioned was a citizen of the United States, over the age of twenty-one years, and is the principal clerk of the printer and publisher of said newspaper; and that the notice, a copy of which is hereto annexed, marked Exhibit A, hereby made a part hereof, was published in The Fresno Bee in each issue thereof (in type not smaller than nonpareil), on the following dates.

April 30, 2010

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

Dated APRIL 30, 2010

Dottie Neuman

**NOTICE OF PUBLIC HEARING ON THE
DRAFT 2011 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM,
THE DRAFT 2011 REGIONAL TRANSPORTATION PLAN,
THE DRAFT SUBSEQUENT ENVIRONMENTAL IMPACT REPORT AND
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Contact Person: Clark Thompson, Planner III
2035 Tulare St., Suite 201
Fresno, CA 93721
(559) 233-4148
clarkt@fresnocog.org

**BEFORE THE
COUNCIL OF FRESNO COUNTY GOVERNMENTS
RESOLUTION NO. 2010-10**

In the Matter of:)
)
2011 RTP, 2011 FTIP AND)
CORRESPONDING AIR QUALITY)
CONFORMITY ANALYSIS)

**RESOLUTION ADOPTING THE
2011 RTP, 2011 FTIP 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, Section 65080 of the California Government Code requires each regional transportation planning agency to prepare a regional transportation plan and update it for submission to the governing Policy Board for adoption; and

WHEREAS, a 2011 Regional Transportation Plan has been prepared in full compliance with federal guidance; and

WHEREAS, a 2011 Regional Transportation Plan has been prepared in accordance with state guidelines adopted by the California Transportation Commission; and

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

WHEREAS, the 2011 Federal Transportation Improvement Program (2011 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, the 2011 FTIP program listing is consistent with: 1) the 2011 Regional Transportation Plan; 2) the 2010 State Transportation Improvement Program; and 3) the Corresponding Conformity Analysis; and

WHEREAS, the 2011 FTIP contains the MPO's certification of the transportation planning process assuring that all federal requirements have been fulfilled; and

WHEREAS, the 2011 FTIP meets all applicable transportation planning requirements per 23 CFR Part 450.

WHEREAS, projects submitted in the 2011 FTIP must be financially constrained and the financial plan affirms that funding is available; and

WHEREAS, the 2011 RTP and 2011 FTIP includes a new Conformity Analysis; and

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

WHEREAS, the 2011 RTP and 2011 FTIP do not interfere with the timely implementation of the Transportation Control Measures; and

WHEREAS, the 2011 RTP and 2011 FTIP conform to the applicable SIPs; and

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

WHEREAS, a public hearing was conducted on May 27, 2010 to hear and consider comments on the 2011 RTP, 2011 FTIP, and Corresponding Conformity Analysis.

NOW, THEREFORE, BE IT RESOLVED, that the Council of Fresno County Governments adopts the 2011 RTP, 2011 FTIP, and Corresponding Conformity Analysis.

BE IT FURTHER RESOLVED, that the Council of Fresno County Governments finds that the 2011 RTP and 2011 FTIP are in conformity with the requirements of the Federal Clean Air Act Amendments and applicable State Implementation Plans for air quality.

THE FOREGOING RESOLUTION was passed and adopted by the Council of Fresno County Governments this 29th day of July 2010.

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

NOES: None

ABSTAIN:

ABSENT:

ATTEST:

Signed:

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 July 2010.

Signed:

Executive Director

APPENDIX F
RESPONSE TO PUBLIC COMMENTS

RESPONSE TO PUBLIC COMMENTS

NOTE: No public comments were received with respect to the Draft Conformity Analysis for the 2011 Federal Transportation Improvement Program and 2011 Regional Transportation Plan. However, in consultation with EPA, the document has been updated to reflect EPA publication of a budget adequacy determination for the 2010 conformity budget contained in the 2008 PM2.5 Plan May 12, 2010, effective May 27, 2010.

In addition, minor modifications have been made to reflect the final EPA rule reclassifying the San Joaquin Valley 8-hour Ozone Nonattainment Area from Serious to Extreme effective June 4, 2010.