

# 2007

*Air Quality*  
**Conformity  
Determination**

**Covering:**  
Fresno County's  
2007 Regional Transportation Plan  
and  
2007 Federal Transportation  
Improvement Program,  
including Amendment #7

**Prepared by:**



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## **EXECUTIVE SUMMARY**

This report presents the Conformity Analysis for the 2007 Federal Transportation Improvement Program Amendment #7 (2007 TIP Amendment #7) and the 2007 Regional Transportation Plan (2007 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 and federal transportation conformity rule requires that each new regional transportation plan (RTP) and transportation improvement program (TIP) must be demonstrated to conform before the RTP/TIP is approved by the MPO or accepted by DOT. This analysis demonstrates that the criteria specified in the federal transportation conformity rule for a conformity determination are satisfied by the TIP and RTP. A finding of conformity for the 2007 TIP Amendment #7 and 2007 RTP is therefore supported. The 2007 TIP Amendment #7, 2007 RTP, and conformity analysis were approved by the Fresno COG Policy Board on May 31, 2007. FHWA/FTA last issued a finding of conformity for the 2007 TIP and 2004 RTP, including amendments, on October 2, 2006.

The 2007 TIP Amendment #7 and 2007 RTP have been financially constrained in accordance with the requirements of 93.108 and consistent with the Department of Transportation metropolitan planning regulations (23 CFR Part 450). A discussion of financial constraint and funding sources is included in the TIP and RTP documents.

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

## **CONFORMITY REQUIREMENTS**

The federal transportation conformity rule (40 Code of Federal Regulations Parts 51 and 93) specifies criteria and procedures for conformity determinations for transportation plans, programs, and projects and their respective amendments. The federal transportation conformity rule was first promulgated in 1993 by the U.S. Environmental Protection Agency (EPA), following the passage of amendments to the federal Clean Air Act in 1990. The federal transportation conformity rule has been revised several times since its initial release to reflect both EPA rule changes and court opinions. On July 1, 2004 EPA published the final rule for the new 8-hour ozone and PM<sub>2.5</sub> standards. The transportation conformity rule is summarized in Chapter 1.

The conformity rule 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 is designated as nonattainment areas with respect to federal air quality standards for ozone and particulate matter under ten and 2.5 microns in diameter (PM-10 and PM<sub>2.5</sub>); and has 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 rule.

Under the federal transportation conformity rule, 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 with a budget that has been found to be adequate by EPA for transportation conformity purposes, or an emissions reduction 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) consultation.

On-going interagency consultation is conducted through the San Joaquin Valley Model Coordinating Committee to ensure Valley-wide coordination, communication and compliance with Federal and State Clean Air Act requirements. Each of the eight Valley Transportation Planning Agencies (TPAs) and the San Joaquin Valley Unified Air Pollution Control District (SJVUAPCD) are represented. The Federal Highway Administration, Federal Transit Administration, the Environmental Protection Agency, the California Air Resources Board and Caltrans are also represented on the committee. The final determination of conformity for the TIP and RTP is the responsibility of the Federal Highway Administration and the Federal Transit Administration.

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 rule are: (1) the emissions budget test, and (2) the interim emissions 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 emissions reduction 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 2008, 2010, 2013, 2020, and 2030 for each pollutant. All analyses were conducted using the latest planning assumptions and emissions models. The major conclusions of the Fresno COG Conformity Analysis are:

- For carbon monoxide, the total regional vehicle-related emissions associated with implementation of the TIP/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 vehicle-related emissions (VOC and NO<sub>x</sub>) associated with implementation of the TIP/RTP for all years tested are projected to be less than the adequate emissions budgets specified in the *Extreme Ozone Attainment Demonstration Plan*. The conformity tests for ozone are therefore satisfied.
- For PM-10, the total regional vehicle-related emissions (PM-10 and NO<sub>x</sub>) associated with implementation of the TIP/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<sub>x</sub> trading mechanism for transportation conformity purposes from the *Amended 2003 PM-10 Plan*. The conformity tests for PM-10 are therefore satisfied.
- For PM<sub>2.5</sub>, areas violating both the annual and 24-hour standards for PM<sub>2.5</sub> must address both standards in the conformity determination. The San Joaquin Valley currently violates both standards, and the conformity determination includes both analyses. Before an adequate or approved SIP budget is available, conformity is generally demonstrated with interim emission tests. Conformity may be demonstrated if the emissions from the proposed transportation system are either less than or no greater than the 2002 motor vehicle emissions in a given area (see Section 93.119). The San Joaquin Valley chooses to use the “no-greater-than-2002 emissions test”. The modeling results for all analysis years indicated that the “Build” scenarios are less than the 2002 Base Year emissions estimates for both the 24-hour and annual standards. The TIP/RTP therefore satisfies the conformity emissions tests for PM<sub>2.5</sub>.
- The TIP/RTP will not impede and will support timely implementation of the TCMs that have been adopted as part of applicable air quality implementation plans. The current status of TCM implementation is documented in Chapter 4 of this report.
- Since the local SJV procedures (Rule 9120) 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 rules 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 rule for transportation control measures. Chapter 5 provides an overview of the interagency requirements and the San Joaquin Valley Transportation Planning Agencies general approach to compliance. The results of the conformity analysis for the TIP/RTP are provided in Chapter 6.

Appendix F includes public hearing documentation conducted on the 2007 TIP Amendment #7, 2007 RTP, and related conformity analysis on April 26, 2007. Comments received on the conformity analysis and responses made as part of the public involvement process are included in Appendix G.



## **CHAPTER 1 FEDERAL AND STATE REGULATORY REQUIREMENTS**

The criteria for determining conformity of transportation programs and plans under the federal transportation conformity rule (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 2007 Transportation Improvement Programs (TIP), Amendment #7 and the 2007 Regional Transportation Plan (RTP) was prepared based on these criteria and tests. Presented first is a review of the development of the applicable conformity rule and guidance procedures, followed by summaries of conformity rule requirements, air quality designation status, conformity test requirements, and analysis years for the Conformity Analysis.

Fresno COG is the designated Metropolitan Planning Organization (MPO) for Fresno County in the San Joaquin Valley. As a result of this designation, Fresno COG prepares the TIP, RTP, and associated conformity analyses. The TIP serves as a detailed four-year programming document for the preservation, expansion, and management of the transportation system. The 2007 RTP has a 2030 horizon that provides the long term direction for the continued implementation of the freeway/expressway plan, as well as improvements to arterial streets, transit, and travel demand management programs. The TIP and RTP include capacity enhancements to the freeway/expressway system commensurate with available funding.

### **FEDERAL AND STATE CONFORMITY RULES**

#### **CLEAN AIR ACT AMENDMENTS**

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

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

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

## FEDERAL RULE

The initial November 15, 1991 deadline for conformity criteria and procedures was partially completed through the issuance of supplemental interim conformity guidance issued on June 7, 1991 (EPA/DOT, 1991a and 1991b) for carbon monoxide, ozone, and particulate matter ten microns or less in diameter (PM-10). EPA subsequently promulgated the Conformity Final Rule in the November 24, 1993 *Federal Register* (EPA, 1993). The 1993 Rule became effective on December 27, 1993. The federal Transportation Conformity Final Rule has been amended several times from 1993 to 2002. These amendments have addressed a number of items related to conformity lapses, grace periods, and other related issues to streamline the conformity process.

On July 1, 2004 EPA published the final rule, Transportation Conformity Rule Amendments for the New 8-hour Ozone and PM<sub>2.5</sub> National Ambient Air Quality Standards and Miscellaneous Revisions for Existing Areas; Transportation Conformity Rule Amendments – Response to Court Decision and Additional Rule Changes (EPA, 2004).

EPA issued a final rule on May 6, 2005 to add the following PM<sub>2.5</sub> precursors to the transportation conformity rule: nitrogen oxides (NO<sub>x</sub>), volatile organic compounds (VOCs), sulfur oxides (SO<sub>x</sub>), and ammonia (NH<sub>3</sub>) (EPA, 2005). The rule specifies when each of these precursors must be considered in PM<sub>2.5</sub> nonattainment areas, before and after PM<sub>2.5</sub> SIPs are submitted.

In late March 2006, EPA and FHWA published “Transportation Conformity Guidance for Qualitative Hot-Spot Analyses in PM<sub>2.5</sub> and PM<sub>10</sub> Nonattainment and Maintenance Areas”. This guidance affects Federal project-level approvals for “projects of air quality concern” in PM<sub>2.5</sub> and PM<sub>10</sub> nonattainment areas on or after April 5, 2006.

## MULTI-JURISDICTIONAL GUIDANCE

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

Part 2 of the guidance applies to nonattainment areas that do not have conformity budgets for an air quality standard that can be used for conformity. This Part currently applies to the San Joaquin Valley for PM<sub>2.5</sub>. As a result, the individual modeling and conformity results are compiled into one regional emissions analysis for the entire nonattainment area that accompanies each plan/TIP conformity determination (see Appendix D). DOT will then issue its conformity determination on the TIPs/RTPs at the same time.

Part 3 of the guidance applies to nonattainment areas that have adequate or approved conformity budgets addressing a particular air quality standard. This Part currently applies to the San Joaquin Valley for Carbon Monoxide and PM-10. The guidance allows MPOs to make

independent conformity determinations for their plans and TIPs as long as all of the other subareas in the nonattainment area have conforming transportation plans and TIPs in place at the time of each MPO and DOT conformity determination.

Part 4 of the guidance applies to 8-hour ozone nonattainment areas with adequate or approved 1-hour SIP budgets. The conformity rule indicates that 8-hour areas with adequate or approved 1-hour budgets must use these budgets for 8-hour conformity before 8-hour budgets are available. The budget test using the existing 1-hour ozone SIP budgets fulfills the regional emissions analysis requirement for the 8-hour ozone standard.

### DISTRICT RULE

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

To date, the Rule has not received approval by EPA. Section 51.390(b) of the Transportation Conformity Rule states: “Following EPA approval of the State conformity provisions (or a portion thereof) in a revision to the applicable implementation plan, conformity determinations would be governed by the approved (or approved portion of the) State criteria and procedures.” The federal transportation conformity rule therefore still governs, as a transportation conformity SIP has not yet been approved for this area.

### **CONFORMITY RULE 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 rule issued on July 1, 2004 requires a submitted SIP motor vehicle emissions budget to be found adequate or approved by EPA prior to use for making conformity determinations. The budget must be used on or after the effective date of EPA’s adequacy finding or approval.
  
- 2) *Methods / Modeling:*

*Latest Planning Assumptions* — Section 93.110 specifies that conformity determinations must be based upon the most recent planning assumptions in force at the time the conformity analysis begins. This is defined as “the point at which the MPO begins to

model the impact of the proposed transportation plan or TIP on travel and/or emissions. New data that becomes available after an analysis begins is required to be used in the conformity determination only if a significant delay in the analysis has occurred, as determined through interagency consultation” (EPA, 2004a). All analyses for the Conformity Analysis were conducted using the latest planning assumptions and emissions models in force at the time the conformity analysis started in October 2006 (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. EMFAC 2002 was used in the Conformity Analysis and is documented in Chapter 3.

- 3) *Timely Implementation of TCMs* — Section 93.113 provides a detailed description of the steps necessary to demonstrate that the new TIP/RTP are providing for the timely implementation of TCMs, as well as demonstrate that the plan and/or program is not interfering with this implementation. TCM documentation is included in Chapter 4 of the Conformity Analysis.
- 4) *Consultation* — Section 93.105 requires that the conformity determination be made in accordance with the consultation procedures outlined in the federal regulations. These include:
  - MPOs are required to provide reasonable opportunity for consultation with State air agencies, local air quality and transportation agencies, the USDOT and EPA (Section 93.105(a)(1)).
  - MPOs are required to establish a proactive public involvement process, which provides opportunity for public review and comment prior to taking formal action on a conformity determination (Section 93.105(e)).

The TIP, RTP, and corresponding conformity determinations are prepared by each MPO. Copies of the Draft documents are provided to member agencies and others, including the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), EPA, Caltrans, CARB, and the San Joaquin Valley Unified Air Pollution Control District 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 hearing. However, the comment period for this conformity analysis was 45-days concurrent with the 2007 TIP Amendment #7, 2007 RTP, and associated EIR documents.

## **AIR QUALITY DESIGNATIONS APPLICABLE TO THE SAN JOAQUIN VALLEY**

The conformity rule (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 2007 FTIP Amendment #7 and 2007 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 National Ambient Air Quality Standards (NAAQS) for 8-hour ozone, and particulate matter under ten and 2.5 microns in diameter (PM-10 and PM2.5); and maintenance for carbon monoxide (CO) for the urbanized/metropolitan areas of Kern, Fresno, Stanislaus and San Joaquin Counties.

- The 2004 Revision to the California State Implementation Plan for Carbon Monoxide was approved by EPA on November 20, 2005 (effective January 30, 2006).
- EPA published a budget adequacy determination for the Extreme Ozone Attainment Demonstration Plan on February 15, 2005 (effective March 2, 2005).
- The Amended 2003 PM-10 Plan was approved by EPA on April 28, 2004 (effective June 25, 2004).

The San Joaquin Valley is classified a serious nonattainment area for the 8-hour ozone standard with an attainment deadline of 2013. It is important to note that the nonattainment area boundary is the same as the previous 1-hour ozone nonattainment boundary and includes eight counties/MPOs. EPA also designated the San Joaquin Valley as nonattainment for the 1997 PM2.5 standards. State Implementation Plans for the 8-hour ozone and PM2.5 standards are currently due to EPA June 15, 2007 and April 5, 2008, respectively.

## **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 PM-10 are summarized below.

Section 93.124(d) of the 1997 Final Transportation Conformity Rule 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**

Applies to Fresno, Kern, San Joaquin, and Stanislaus counties.

The motor vehicle emission budgets for Carbon Monoxide are specified in the *2004 Revision to the California State Implementation Plan for Carbon Monoxide* in tons per average winter day. EPA published a direct final rulemaking approving the plan on November 20, 2005, effective January 30, 2006.

For Carbon Monoxide, the federal transportation conformity rule 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**

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

**OZONE**

Under the existing conformity rule, regional emissions analyses for ozone areas must address nitrogen oxides (NOx) and volatile organic compounds (VOC) precursors.

Section 93.109(e) of the conformity rule addresses regional conformity tests in 8-hour ozone areas that have 1-hour ozone SIPs. The conformity rule indicates that 8-hour areas with adequate or approved 1-hour budgets must use these budgets for 8-hour conformity before 8-hour budgets are available. The budget test using the existing 1-hour ozone SIP budgets fulfills the regional emissions analysis requirement for the 8-hour ozone standard.

The applicable scenario in the Conformity Rule for the San Joaquin Valley is Scenario 1: Areas where the 8-hour ozone area boundary is exactly the same as the 1-hour ozone boundary. The San Joaquin Valley (SJV) was previously classified as an Extreme nonattainment area for the 1-hour ozone standard. The SJV has also been classified as a Serious nonattainment area for the 8-hour ozone standard. It is important to note that the nonattainment area boundary is the same for both standards and contains eight counties/MPOs.

In these areas, conformity must generally be demonstrated using the budget test with the 1-hour SIP budgets. In the San Joaquin Valley, 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 plans.

The motor vehicle emissions budgets for VOC and NO<sub>x</sub> are specified in the Extreme Ozone Attainment Demonstration Plan in tons per average summer day. EPA published the notice of adequacy determination in the February 15, 2005 Federal Register, effective March 2, 2005. The budgets for 2008 and 2010 from Table 3-4 of the plan are provided in the table below and will be used to compare to emissions resulting from the 2007 TIP Amendment #7 and 2007 RTP.

**Table 1-2  
Budgets from the Extreme Ozone Attainment Demonstration Plan <sup>1</sup>**

County	VOC Emissions (tons/day)		NO <sub>x</sub> Emissions (tons/day)	
	2008	2010	2008	2010
<b>Fresno</b>	<b>15.8</b>	<b>13.0</b>	<b>33.7</b>	<b>27.7</b>
<b>Kern (SJVAB)</b>	<b>11.5</b>	<b>9.6</b>	<b>32.7</b>	<b>27.2</b>
<b>Kings</b>	<b>2.5</b>	<b>2.1</b>	<b>6.2</b>	<b>5.4</b>
<b>Madera</b>	<b>3.9</b>	<b>3.3</b>	<b>8.4</b>	<b>7.2</b>
<b>Merced</b>	<b>5.0</b>	<b>4.0</b>	<b>11.4</b>	<b>9.1</b>
<b>San Joaquin</b>	<b>9.3</b>	<b>7.7</b>	<b>22.4</b>	<b>17.9</b>
<b>Stanislaus</b>	<b>8.5</b>	<b>7.0</b>	<b>17.4</b>	<b>14.0</b>
<b>Tulare</b>	<b>8.5</b>	<b>6.9</b>	<b>18.8</b>	<b>15.3</b>

<sup>1</sup>Emissions totals reflect the emissions reductions benefits from motor vehicle inspection and maintenance (I/M), state measure reductions, and reductions from the SJVUAPCD's Indirect Source Rules (ISR) and mobile source incentive programs. All emissions are expressed as summer tons/day, and were derived using EMFAC2002, Version 2.2 (April 2003) with updated vehicle population and vehicle miles traveled data. I/M adjustments and state measure reductions are county and year specific and are provided by ARB with the motor vehicle emissions inventories. ISR and incentive reductions are county and year-specific.

It is important to note that VOC and NO<sub>x</sub> motor vehicle emissions budgets were established for 2002 and 2005 in the Amended 2002 and 2005 Ozone Rate of Progress Plan. EPA published the notice of adequacy determination in the July 24, 2003 Federal Register, effective August 8, 2003. However, none of these budgets are included in this conformity analysis, since they are prior to the implementation of the 2007 Transportation Improvement Program.

PM-10

The Amended 2003 PM-10 Plan that was approved by EPA on April 28, 2004 contains motor vehicle emission budgets for PM-10 and NOx, as well as a trading mechanism. Motor vehicle emission budgets are established for 2005, 2008, and 2010 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 budgets from Table 3-2 of the plan are provided below and will be used to compare emissions for each analysis year.

**Table 1-3  
On-Road Motor Vehicle PM-10 Emissions Budgets**

County	2008		2010	
	PM-10 (tons/day)	NOx (tons/day)	PM-10 (tons/day)	NOx (tons/day)
<b>Fresno</b>	13.3	36.4	16.2	29.7
<b>Kern</b>	10.7	34.2	10.8	28.4
<b>Kings</b>	5.6	6.5	6.7	5.4
<b>Madera</b>	4.3	9.1	4.5	7.8
<b>Merced</b>	5.2	12.5	5.3	9.9
<b>San Joaquin</b>	9.0	23.4	9.2	18.3
<b>Stanislaus</b>	6.1	18.7	6.1	14.9
<b>Tulare</b>	7.9	20.1	8.9	16.4

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 2010 budget for PM-10 with a portion of the 2010 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 2010. As noted above, EPA signed the final approval notice for the Amended PM-10 Plan on April 28, 2004, which includes approval the trading mechanism.

The trading mechanism will be used only for conformity analyses for analysis years after 2010. 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.

*Potential Update to Conformity Test Requirements for PM-10*

On February 16, 2006, the San Joaquin Valley Unified Air Pollution Control District adopted the 2006 PM-10 Plan. The 2006 PM-10 Plan updates the motor vehicle emissions budgets for the SJV by sub-area for 2008 and 2010 PM-10 and NOx. The average annual daily emissions are applicable for both the annual and 24-hour PM-10 standards. The federally approved trading



mechanism contained in the Amended 2003 PM10 Plan remains unchanged.

This Plan has not been officially submitted to EPA at this time. Consequently, it is not anticipated that the updated motor vehicle emissions budgets will be adequate prior to Federal approval of this conformity analysis.

### PM2.5

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

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

The rule allows PM2.5 nonattainment areas to choose between the two interim emissions test each time that they determine conformity before adequate or approved PM2.5 SIP budgets are established. However, the same test must be used for each analysis year in a given conformity determination. The San Joaquin Valley chooses to use the “no-greater-than-2002 emissions test”. The regional emissions analyses in PM2.5 nonattainment areas must consider directly emitted PM2.5 motor vehicle emissions from tailpipe, brake wear, and tire wear. In California, areas will use EMFAC2002.

Prior to adequate or approved PM2.5 SIP budgets, re-entrained road dust and construction-related fugitive dust from highway or transit projects will only be included in the regional emissions analyses if EPA or ARB has determined that it is a “significant contributor” to the PM2.5 regional air quality problem. Until a significance finding is made, PM2.5 areas can presume that re-entrained road dust is not a significant contributor and not include road dust in the PM2.5 transportation conformity analysis prior to the SIP. In addition, construction-related dust emissions are not to be included in any PM2.5 conformity analyses before adequate or approved PM2.5 SIP budgets are established. ARB has indicated the significance determination will be made as part of the SIP process. As a result, the SJV PM2.5 conformity analysis will not include re-entrained road dust or construction-related fugitive dust from transportation projects.

In addition, prior to the submission of a SIP, NOx emissions must be considered, unless both ARB and EPA make a finding the NOx is not a “significant contributor” to the PM2.5 air quality problem. Conversely, VOC, SOx, and ammonia emissions do not have to be considered in conformity, unless either ARB or EPA makes a finding that onroad emissions of any of these

precursors is a “significant contributor” to the area’s PM2.5 air quality issues. ARB has indicated that significance determinations would be made as part of the SIP process. As a result, the SJV PM2.5 conformity analysis will only address the precursor NOx.

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

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

County	2002 24-Hour		2002 Annual	
	PM2.5 (tons/day)	NOx (tons/day)	PM2.5 (tons/day)	NOx (tons/day)
<b>Fresno</b>	1.1	50.4	402	18396
<b>Kern</b>	1.1	53.3	402	19455
<b>Kings</b>	0.2	8.6	73	3139
<b>Madera</b>	0.3	10.4	110	3796
<b>Merced</b>	0.4	19.3	146	7045
<b>San Joaquin</b>	0.8	36.9	292	13469
<b>Stanislaus</b>	0.6	27.7	219	10111
<b>Tulare</b>	0.6	30	219	10950

**ANALYSIS YEARS**

The conformity rule (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 year in which specific analysis is not required need to be documented.

For the selection of the horizon years, the conformity rule 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 rule 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. 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. CO emissions for the maintenance year 2018 will be interpolated from 2010 and 2020. CO emissions are not estimated for 2003 since that year is not impacted by the 2007 TIP Amendment # 7 and/or 2007 RTP.

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

Nonattainment areas that do not have any adequate or approved budgets are not required to demonstrate conformity and perform a regional emissions analysis for their attainment year. Under Section 93.119(g)(1) of the conformity rule, nonattainment areas using interim emission tests are required to perform a regional emissions analysis for the following years:

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

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

**Table 1-5  
San Joaquin Valley Conformity Analysis Years**

Pollutant	Budget Years	Attainment/Maintenance Year	Intermediate Years	RTP Horizon Year
CO	2010	2018 (interpolated)	2020	2030
Ozone	2008/2010	2013	2020	2030
PM-10	2008	2010	2020	2030
PM2.5	NA	2010	2020	2030

## **CHAPTER 2**

### **LATEST PLANNING ASSUMPTIONS AND TRANSPORTATION MODELING**

#### **LATEST PLANNING ASSUMPTIONS**

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

According to the conformity rule, 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 October 2006. A summary of transportation model updates and latest planning assumptions was transmitted to the Model Coordinating Committee (MCC) for interagency consultation. The summary was discussed on the October 19, 2006 MCC conference call. Both EPA and FHWA subsequently indicated that there were no comments or concerns regarding the summary.

Key elements of the latest planning assumption guidance include:

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

Fresno COG uses the TP+/VIPER transportation model. The model was validated in 2003 for the 1998 base year. The latest planning assumptions used in the transportation model validation and Conformity Analysis is summarized in Table 2-1. Transportation model and latest planning assumption updates that were underway for the 2007 RTP were not available for use in this conformity analysis as previously anticipated.

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

<b>Assumption</b>	<b>Year and Source of Data</b>	<b>Modeling</b>	<b>Next Scheduled Update</b>
Population	On January 25, 2007 the Fresno COG Policy Board adopted updated population projections for Fresno County based on the Central California Futures Institute (CCFI) forecasts and updated Fresno County and projections made by Fresno COG staff.	This data was disaggregated to the TAZ level and used in the TP+/VIPER model for the base year validation and future year projections.	Population and Employment projections will be reviewed and updated periodically. All projections will be approved by the COG Model Steering Committee and COG Policy Board and included in the next model validation.
Employment	Employment data is based on 2000 Dun and Bradstreet data, 2000 California Employment Development Department information and local surveys, and the Central California Futures Institute forecast adopted in 2000. The data was used in the 2003 validation.	This data was disaggregated to the TAZ level and used in the TP+/VIPER model for the base year validation and future year projections.	New Employment projections are currently being developed and will be reviewed by the COG Model Steering Committee when the projections are complete. Projections will be approved by the COG Model Steering Committee and COG Policy Board and included in the next model validation.
Traffic Counts	The transportation model was validated in 2003 to the 1998 base year using daily and peak hour traffic counts.	TP+/Viper	Fresno COG maintains a Regional Traffic Monitoring Program that collects thousands of traffic counts annually. New 2003 traffic counts will be used in the next model validation for the 2003 base year.
Vehicle Miles of Travel	The Fresno COG policy Board accepted the 2003 transportation model validation for the 1998 base year in April 2003.	TP+/VIPER is the transportation model used to estimate VMT in Fresno County.	VMT is an output of the transportation model; VMT is affected by the TIP/RTP project updates and is included in each new conformity analysis.
Speeds	Speed data from member agencies were compared against the free flow speed input in the model during the 2003 model validation.	TP+/VIPER. The transportation model includes a feedback loop that assures congested	Traffic speeds are continuously monitored by our local jurisdictions. The

	Speed distributions were updated in EMFAC 2002, using methodology approved by ARB and with information from the transportation model.	speeds are consistent with travel speeds used throughout the traffic modeling process.  EMFAC 2002	information is then provided to Fresno COG for use in our traffic modeling process.  A comprehensive review of the free flow speed data (including floating car speed studies) was conducted in late 2005 and will be incorporated in our current model update and revalidation.
Vehicle Registrations	EMFAC 2002 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.	EMFAC 2002	ARB has indicated updated vehicle registration data will be included in the next update to EMFAC anticipated to be available in early 2007. ARB has committed to update the fleet information in EMFAC on a 3-year cycle thereafter (see 1/31/06 letter to EPA and FHWA).
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.

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## SOCIOECONOMIC DATA

### POPULATION, EMPLOYMENT AND LAND USE

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

#### *Supporting Documentation:*

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

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

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

In May 2006, The Fresno COG consultant Dowling Associates, Inc. prepared a written recommendation to continue the use of the CCFI projection for the traffic model. After reviewing the most recent forecasts prepared by the California Department of Finance, the Caltrans Office of Transportation Economics, and U.S. Bureau of the Census, Dowling Associates concluded that the CCFI were the most appropriate to use because:

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

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

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

Currently, Fresno COG is undergoing a major land use update, which should be completed by the July 2007. New Traffic Analysis Zone (TAZ) based population & employment data will be developed for the year 2003. Census 2000 housing data and residential permits from 2000 to 2003 from all the jurisdictions will be used to derive housing/population by TAZ; commercial business database from InfoUSA and employment numbers compiled by the California Employment Development Department will be combined to estimate employment by TAZ. Based on these new base year numbers, Fresno COG staff will go through the interagency process and discuss with local officials and planners about where and when the new development



will be by the future milestone years. Population & employment by TAZ will then be redistributed with the same control totals maintained.

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

In April 2000, Fresno COG's Model Steering Committee, Transportation Technical Committee, and Policy Advisory Committee adopted population projections (2000-2025) from the Central California Futures Institute (CCFI) for Fresno County. They were later refined for use in plans, studies, and transportation model and approved by the Policy Board. The 2030 number was extrapolated by COG staff from the CCFI projections for the purpose of 2004 RTP/TIP update. Employment data is based on Dun and Bradstreet and COG collected data with COG statistical future projections based on the CCFI forecast. The land use projections reflect reasonable expectations of growth distribution based on adopted general plan information while adhering to the CCFI forecasts. In addition, the scenarios of land development are considered to be consistent with the future transportation system, distribution of employment, and residential development. Fresno COG's demographer developed specific socioeconomic data sets for each year from 2000 to 2030.

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

Fresno COG is undergoing major land use update, which will be completed by the July 2007. New TAZ based population & employment data will be developed for the year 2003. Census 2000 housing data and residential permits from 2000 to 2003 from all the jurisdictions will be used to derive housing/population by TAZ; commercial business data from InfoUSA and employment numbers compiled by the California Employment Development Department will be combined to estimate employment by TAZ. In addition, age and household income distribution by TAZ from Census 2000 will be incorporated to help recalibration of the mode choice model.

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

## **TRANSPORTATION MODELING**

The San Joaquin Valley Transportation Planning Agencies (TPAs) 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 rule are summarized below, followed by a description of how Fresno COG transportation modeling methodology meets those requirements.

Fresno COG completed the update of our traffic model to TP+ modeling software and revalidation to a new base year of 1998 in July of 2003. The Fresno COG regional traffic model is a four-step traffic model. It uses land use, socioeconomic, and road network data to estimate facility-specific roadway traffic volumes. The study area for the Fresno COG model covers all of Fresno County including the cities of Clovis, Coalinga, Firebaugh, Fowler, Fresno, Huron, Kerman, Kingsburg, Mendota, Orange Cove, Parlier, Reedley, San Joaquin, Sanger, and Selma. The county is divided up into approximately 1,575 traffic analysis zones. The model roadway network includes over 6,800 nodes and over 17,000 links. Link types include freeway, freeway ramp, other state route, expressway, arterial, collector, and local collector. Current and future-year road networks were developed considering local agency circulation elements of their general plans, traffic impact studies, capital improvement programs, and the State Transportation Improvement Program.

The travel demand model estimates travel demand and traffic volumes for the A.M. three-hour peak period, P.M. three-hour peak period, and the remaining 18-hour off-peak period. Daily forecasts are calculated by summing the A.M. and P.M. three-hour peak periods and the 18-hour off-peak period. The model also generates traffic forecasts for the A.M. peak hour and the P.M. peak hour.

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

## TRAFFIC COUNTS

The transportation conformity rule Section 93.122(b)(1)(i) specifies that network-based transportation models need to be validated against observed counts for a base year that is not more than ten years prior to the date of the conformity determination. Document that the model results have been analyzed for reasonableness and compared to historical trends and explain any significant differences between past trends and forecasts (for per capita vehicle-trips, VMT, trip lengths mode shares, time of day, etc.).

### *Supporting Documentation:*

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

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

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

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

As mentioned above, Fresno COG is undergoing a major model update. The model is being revalidated against 2003 traffic counts using new base year (2003) and future year land use. The project is expected to be completed by July 2007, when new VMT for all the future years will be available.

## SPEEDS

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

*Supporting Documentation:*

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

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

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

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

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

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

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

## TRANSIT

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

### *Supporting Documentation:*

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

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

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

## VALIDATION/CALIBRATION

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

### *Supporting Documentation:*

The model was validated by comparing its estimates of base year traffic conditions with base year traffic counts. The base year validations meet standard criteria for replicating total traffic volumes on various road types and for percent error on links. The base year validation also meets standard criteria for percent error relative to traffic counts on groups of roads (screenlines) throughout each county.

The model was validated in 2003 by comparing its estimates of 1998 traffic conditions with 1998 traffic counts. The 1998 validation meets standard criteria for replicating total traffic volumes on

various road types and for percent error on links. The 1998 validation also meets standard criteria for percent error relative to traffic counts on 22 groups of roads (screenlines) throughout Fresno County.

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

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

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

### FUTURE NETWORKS

The conformity rule 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 2007 Federal Transportation Improvement Programs (TIP) and the 2007 Regional Transportation Plan (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.

**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**

<b>Horizon Year</b>	<b>Total Population (thousands)</b>	<b>Employment (thousands)</b>	<b>Average Weekday VMT (millions)</b>	<b>Total Lane Miles</b>
<b>2008</b>	<b>954.0</b>	<b>398.5</b>	<b>21.6</b>	<b>6,052</b>
<b>2010</b>	<b>992.4</b>	<b>418.2</b>	<b>22.7</b>	<b>6,138</b>
<b>2013</b>	<b>1,048.5</b>	<b>443.2</b>	<b>24.4</b>	<b>N/A</b>
<b>2020</b>	<b>1,185.2</b>	<b>508.2</b>	<b>28.3</b>	<b>6,781</b>
<b>2030</b>	<b>1,402.3</b>	<b>609.5</b>	<b>33.6</b>	<b>7,246</b>

**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 EMFAC2002 model ([http://www.arb.ca.gov/msei/on-road/latest\\_revisions.htm#pop](http://www.arb.ca.gov/msei/on-road/latest_revisions.htm#pop)). EMFAC 2002 is the most recent model for use in California conformity analyses. Vehicle registrations, age distribution and fleet mix are developed and included in the model by CARB and cannot be updated by the user.

**STATE IMPLEMENTATION PLAN MEASURES**

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

CARBON MONOXIDE

No committed control measures are included in the conformity demonstration.

OZONE

Committed control measures in the Extreme Ozone Attainment Demonstration Plan (Extreme OADP) that reduce mobile source emissions and are included in the conformity demonstration are shown in Table 2-3.

**Table 2-3  
Extreme Plan Measures Assumed in the Conformity Analysis**

<b>Measure Description</b>	<b>Reference</b>	<b>Pollutants</b>
Smog Reductions	Extreme OADP	Summer ROG Summer NOx
State Measure Reductions	Extreme OADP	Summer ROG Summer NOx
Local Measure Reductions	Extreme OADP	Summer NOx

PM-10

Committed control measures in the EPA approved Amended 2003 PM-10 Plan that reduce mobile source emissions and are included in the conformity demonstration are shown in Table 2-4.



**Table 2-4  
Amended PM-10 Plan Measures Assumed in the Conformity Analysis**

<b>Measure Description</b>	<b>Reference</b>	<b>Pollutants</b>
State Measures	Amended 2003 PM-10 Plan	PM-10 annual exhaust NOx annual exhaust
Smog Check Reductions	Amended 2003 PM-10 Plan	NOx annual exhaust
ISR & Inc.	Amended 2003 PM-10 Plan	NOx annual exhaust
SJVUAPCD Rule 8061/ISR Controls	Amended 2003 PM-10 Plan	PM-10 paved road dust PM-10 unpaved road dust
SJVUAPCD Rule 8021 Controls	Amended 2003 PM-10 Plan	PM-10 road construction dust

PM2.5

Committed control measures in the EPA approved Amended 2003 PM-10 Plan that reduce mobile source emissions (exhaust only) are shown in the table above. It is important to note that the PM-10 exhaust reductions for State Measures in the EPA Approved Amended 2003 PM-10 Plan are reduced by the ARB size fraction for diesel exhaust to yield a PM2.5 exhaust reduction.

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

The PM-10 diesel exhaust emission reductions contained in the EPA Approved Amended 2003 PM-10 Plan (dated 12/19/03) are reduced by the ARB size fraction for diesel vehicle exhaust to yield a PM2.5 diesel exhaust emission reduction. This is documented in the spreadsheet EMFAC explanation tab. The PM2.5 fraction is calculated by multiplying the PM-10 diesel exhaust fraction by the ARB size fraction 0.92.

### **CHAPTER 3 AIR QUALITY MODELING**

The model used to estimate emissions for carbon monoxide, ozone precursors, and PM-10 is EMFAC2002 (April 23, 2003). ARB emission factors for PM-10 have been used to calculate reentrained paved and unpaved road dust, and fugitive dust associated with road construction. For the Conformity Analysis, model inputs not dependent on the Transportation Improvement Program or Regional Transportation Plan (RTP) are consistent with the applicable SIPs, which include:

- The 2004 Revision to the California State Implementation Plan for Carbon Monoxide was approved by EPA on November 20, 2005 (effective January 30, 2006).
- EPA published an adequacy determination for the Extreme Ozone Attainment Demonstration Plan on February 15, 2005 (effective March 2, 2005).
- The Amended 2003 PM-10 Plan was approved by EPA on April 28, 2004 (effective June 25, 2004).

Regional emissions have been estimated for the horizon years 2008, 2010, 2013, 2020 and 2030. The conformity rule requirements for the selection of the horizon years are summarized in Chapter 1.

#### **EMFAC2002 (April 23, 2003)**

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 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 rule requires the use of the latest emission estimation model in the development of conformity determinations. EMFAC2002 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 April 1, 2003 EPA announced the availability of this latest version of the California EMFAC model for use in state implementation plan (SIP) development in California. The notice also established a 3-month grace period before EMFAC2002 was required to be used statewide in all new transportation conformity analyses in California; the grace period ended on June 30, 2003.

Since the transportation conformity rule (40 CFR 93.110) requires areas to use the latest information for estimating vehicle activity, EPA also approved the CARB methodology for updating the default vehicle activity data in EMFAC2002. 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. 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 EMFAC2002 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.

It is important to note that EMFAC 2007 was released on November 1, 2006. However, the model has not yet been submitted to EPA for approval. As a result, it is not required to be used in transportation conformity analyses at this time. In addition, FHWA California Division issued a letter dated February 1, 2007 that indicated that a six-month transitional period would begin for using the new vehicle fleet data in conformity demonstrations. Conformity determinations where emissions modeling is started after August 1, 2007, must use the updated vehicle fleet data.

Fresno COG, working with CARB, developed guidelines to update speed distributions in EMFAC2002 by allocating VMT percentage to speed bin with the most recent output from individual MPO traffic models. These guidelines are available on the Fresno COG website ([www.fresnocog.org](http://www.fresnocog.org)). Using these guidelines, Fresno COG determined speed distributions from the current traffic model and updated the AM 3-hour peak (6 am to 9 am), PM 3-hour peak (3 pm to 6 pm), and off-peak speeds for the input files for each season and analysis year in EMFAC2002.

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

### **ADDITIONAL PM-10 ESTIMATES**

PM-10 emissions for reentrained dust from travel on paved and unpaved roads will be calculated separately from roadway construction emissions. It is important to note that with the final approval of the Amended 2003 PM-10 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 Amended 2003 PM-10 plan. The National Ambient Air Quality Standards for PM-10 consist of a 24-hour standard and an annual average standard, both represented by the motor vehicle emissions budgets established in the Amended 2003 PM-

10 Plan. The PM-10 emissions calculated for the conformity analysis represent emissions on an annual average day and are used to satisfy the budget test.

#### CALCULATION OF REENTRAINED DUST FROM PAVED ROAD TRAVEL

The core methodology for estimating paved road dust emissions is based on the algorithm published in the 5th Edition of AP-42 (U.S. EPA) (<http://www.epa.gov/ttn/chief/ap42/ch13/>). ARB default assumptions for roadway silt loading by roadway class, rainfall correction factor average vehicle weight remain unchanged. Emissions are estimated for five roadway classes including freeways, arterials, collectors, local roads, and rural roads. Countywide vehicle miles traveled (VMT) information is used for each road class to prepare the emission estimates.

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

The base methodology for estimating unpaved road dust emissions is based on an ARB methodology in which the miles of unpaved road are multiplied by the assumed vehicle miles traveled (VMT) and an emission factor. In the Amended 2003 PM-10 Plan, it is assumed that all non-agricultural unpaved roads within the SJV receive 10 vehicle passes per day. An emission factor of 2.0 lbs PM-10/VMT is used for the unpaved road dust emission estimates. Emissions are estimated for city/county maintained roads.

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

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

#### PM-10 TRADING MECHANISM

The PM-10 SIP allows trading from the motor vehicle emissions budget for the PM-10 precursor NOx to the motor vehicle emissions budget for primary PM-10 using a 1.5 to 1 ratio. The trading mechanism will be used only for conformity analyses for analysis years after 2010.

#### **PM2.5 APPROACH**

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

inventories for the purpose of developing SIP budgets and demonstrating transportation conformity.

EMFAC 2002 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<sub>2.5</sub> and NO<sub>x</sub> from motor vehicles for an annual average day that will provide the information for both the annual and 24-hour PM<sub>2.5</sub> standards.

EPA guidance indicates that State and local agencies need to consider whether vehicle miles traveled (VMT) varies during the year enough to affect PM<sub>2.5</sub> annual emission estimates. The availability of seasonal or monthly VMT data and the corresponding variability of that data need to be evaluated.

PM<sub>2.5</sub> 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<sub>2.5</sub> emission estimates.

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

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

The San Joaquin Valley MPOs believe that the average annual day calculated from the current traffic models and EMFAC 2002 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.

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

The regional emissions analyses in PM<sub>2.5</sub> nonattainment areas must consider directly emitted PM<sub>2.5</sub> motor vehicle emissions from tailpipe, brake wear, and tire wear. In California, areas will use EMFAC2002. As indicated in 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<sub>x</sub> emissions are included; however, VOC, SO<sub>x</sub>, and ammonia emissions are not.

### **SUMMARY OF PROCEDURES FOR REGIONAL EMISSIONS ESTIMATES**

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

- 2007 adjust\_vmt Spreadsheet
- 2007 Conformity EMFAC Spreadsheet
- 2007 Conformity Paved Road Spreadsheet
- 2007 Conformity Unpaved Road Dust Spreadsheet
- 2007 Conformity Construction Spreadsheet
- 2007 Conformity Trading Spreadsheet
- 2007 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 Rule relating to transportation control measures (TCMs) are presented first, followed by a review of the applicable air quality implementation plans and TCM findings for the TIP/RTP.

### TRANSPORTATION CONFORMITY RULE REQUIREMENTS FOR TCMs

The Transportation Conformity Rule 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 Rule, the definition provided for the term “applicable implementation plan” is:

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

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

- (i) programs for improved public transit;
- (ii) restriction of certain roads or lanes to, or construction of such roads or lanes for use by, passenger buses or high occupancy vehicles;
- (iii) employer-based transportation management plans, including incentives;
- (iv) trip-reduction ordinances;
- (v) traffic flow improvement programs that achieve emission reductions;
- (vi) fringe and transportation corridor parking facilities serving multiple occupancy vehicle programs or transit service;
- (vii) programs to limit or restrict vehicle use in downtown areas or other areas of emission concentration particularly during periods of peak use;
- (viii) programs for the provision of all forms of high-occupancy, shared-ride

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

#### TCM REQUIREMENTS FOR A TRANSPORTATION PLAN

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

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

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

#### TCM REQUIREMENTS FOR A TRANSPORTATION IMPROVEMENT PROGRAM

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

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



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

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

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

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

## **APPLICABLE AIR QUALITY IMPLEMENTATION PLANS**

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

### APPLICABLE IMPLEMENTATION PLAN FOR CARBON MONOXIDE

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

### APPLICABLE IMPLEMENTATION PLAN FOR OZONE

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

The transportation control measures contained in the *1994 Ozone Attainment Demonstration* are not clearly delineated. Both transportation control measures and mobile source measures are discussed under the heading of transportation control measures. The Attainment Demonstration specifically includes Rule 9001 – Commute Based Trip Reduction; however, this rule was never approved by EPA as part of the SIP. In addition, the Revised 1996 Rate of Progress Plan specifically identifies TCMs committed for implementation from 1990 through 1996. The commitments are listed within the following TCM categories:

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

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

#### APPLICABLE IMPLEMENTATION PLAN FOR PM-10

The 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. However, 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. EPA signed the final approval notice for the Amended 2003 PM-10 Plan on April 28, 2004. Since these commitments are included in the plan by reference, the commitments were approved by EPA as TCMs.

#### **IDENTIFICATION OF 2002 RACM THAT REQUIRE TIMELY IMPLEMENTATION DOCUMENTATION**

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

The RTPA Commitment Documents, Volumes One and Two, dated April 2002 (Ozone RACM) were reviewed, using a "Summary of Commitments" table. Commitments that contain specific federal funding/transportation projects/schedules were identified for further documentation. In some cases, local jurisdictions used the same federal funding/transportation projects/schedules

for various measures; these were identified as combined with (“comb w/”) reference as appropriate. A not applicable (“NA”) was noted where federally-funded project is vehicle technology based, fuel based, and maintenance based measures (e.g., LEV program, retrofit programs, clean fuels - CNG buses, etc.).

In addition, the RTPA Commitment Document, Volume Three, dated April 2003 (PM-10 BACM) was reviewed, using the Summary of Commitments table. Commitments that contain specific CMAQ funding for the purchase and/or operation of street sweeping equipment have been identified. Only one commitment (Fresno - City of Reedley) was identified.

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

For each project listed, the TIP in which the project was programmed, as well as the project ID and description have been provided. In addition, the current implementation status of the project has been included (e.g., complete, under construction, etc). TPA 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 Federal Transportation Conformity Rule.

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

The Project TID table that was prepared at the request of FHWA for the 2004 Conformity Analysis has been updated in each subsequent conformity analysis (e.g., 8-hour, PM2.5, 2007 TIP). This documentation has been updated as part of this Conformity Analysis. A summary of this information is provided in Appendix E.

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

A new 2002 RACM TID Table was prepared in 2006 to address the more general RACM commitments that require additional timely implementation documentation per EPA. A brief summary of the commitment, including finite end dates if applicable, is included for each measure. The MPOs provided a status update regarding implementation in consultation with

their member jurisdictions. If a specific project has been implemented, it is included in the Project TID Table under “Additional Projects Identified”. This documentation was included in the Conformity Analysis for the 2007 TIP and 2004 RTP (as amended) that was approved by FHWA in October 2006. The 2002 RACM TID Table has been updated part of this Conformity Analysis. A summary of this information is provided in Appendix E.

### **TCM FINDINGS FOR THE TIP AND REGIONAL TRANSPORTATION PLAN**

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

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

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

In May 2003, the San Joaquin Valley COG Directors committed to conduct feasibility analyses as part of each new RTP in support of the 2003 PM-10 Plan. In accordance with this commitment, Fresno COG undertook a process to identify and evaluate potential control measures that could be included in the 2007 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 long-range control measures analysis and proposed approach was transmitted to the Programming Coordination Group (PCG) for interagency consultation. The summary was discussed on the August 8, 2006 PCG conference call. FHWA concurred with the summary and requested that it be forwarded to EPA for concurrence as well. The long-range control measure approach was forwarded to EPA and EPA provided verbal concurrence in September 2006.

The Local Government Control Measures considered in the PM-10 Plan BACM analysis that were considered for inclusion in the 2007 RTP included:

- (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).

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. In addition, there are no new PM-10 commitments from other PM-10 nonattainment areas that need to be considered at this time.

Based on consultation with ARB and the SJVUAPCD, Fresno COG considered priority funding allocations in the 2007 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.

Fresno COG and its member jurisdictions consider both short- and long-term PM-10 emission reductions to be a priority. Every two to three years, Fresno COG conducts a Congestion Mitigation and Air Quality (CMAQ) “Call for Projects” that includes funding for PM-10 projects. These additional projects are included in the FTIP once that process is concluded. Reliable long-term funding estimates for the PM-10 portion of the “Call for Projects” process are not available and therefore, not included in the RTP. Fresno COG will continue to work with member jurisdictions and evaluate the ability to proceed with such projects at a future date.

## **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 rule 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 San Joaquin Valley Unified Air Pollution Control District adopted Rule 9120 Transportation Conformity on January 19, 1995 in response to requirements in Section 176(c)(4)(c) of the Clean Air Act as amended in 1990. Since EPA has not approved Rule 9120 (the conformity SIP), the conformity rule requires compliance with 93.105 (a)(2) and (e) and 23 CFR 450.

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

### **INTERAGENCY CONSULTATION**

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

It is important to note that this Conformity Analysis is essentially a minor update to the Conformity Analysis prepared for the 2007 TIP and 2004 RTP as amended. Interagency consultation was conducted on the proposed processes, instructions for regional emission estimates, and draft boilerplate documentation the previous conformity analyses beginning in August 2003. There have been no changes to the conformity requirements or air quality

modeling approach contained in this Conformity Analysis. The conformity instructions are posted on the Fresno COG website at <http://www.fresnocog.org>.

A summary of transportation model updates and latest planning assumptions was prepared and transmitted to the Model Coordinating Committee (MCC) for interagency consultation and discussion on the October 19, 2006 conference call.

A summary of conformity procedures and documentation was also transmitted to the MCC for interagency consultation and discussion on the October 19, 2006 conference call. The attachment summarized the status of changes/updates from recent TIP conformity analysis. In general, minimal changes are necessary. The SJV MPOs are electing to use EMFAC2002, and the TID documentation will be updated accordingly. A draft schedule was also included to receive federal approval by July 1, 2007.

Both items were discussed again on the November 28, 2006 MCC conference call. Both EPA and FHWA indicated there were no comments or concerns with either of the documents.

On the January 18, 2007 MCC conference call the instructions and spreadsheets for regional emission estimates were discussed. All documentation is contained on the 2007 Conformity web-page on Fresno COG website (see information located at <http://www.fresnocog.org/document.php?pid=125&x=56>).

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 October through December 2006, Fresno COG solicited project-specific input from local jurisdictions. Using this information, Fresno COG refined the projects, transportation model, and other planning decisions.

The 2007 TIP Amendment #7, 2007 RTP, and Conformity Analysis were released for public review and continued consultation on March 13, 2007. Fresno COG discussed the approval of these documents at the three regularly held committee hearings in April and May 2007, including the Transportation Technical Committee, Policy Advisory Committee, and the Policy Board. On April 26, 2007, Fresno COG held a public hearing on these documents, and the Policy Board approved the documents on May 31, 2007.

## **PUBLIC CONSULTATION**

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

All MPOs in the San Joaquin Valley have standard public involvement procedures. In general the TIP/RTP and corresponding conformity analysis the subject of a public notice and 30 day review period prior to adoption. A public hearing 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 federal transportation conformity rule 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 emissions 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 federal transportation conformity rule 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 federal transportation conformity rule. Separate tests were conducted for carbon monoxide (CO), 8-hour ozone (VOC and NO<sub>x</sub>), particulate matter under ten and 2.5 microns in diameter (PM-10 and PM<sub>2.5</sub>). 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 federal transportation conformity rule 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 (VOC/NO<sub>x</sub>), PM-10 (PM-10/NO<sub>x</sub>), and PM<sub>2.5</sub> (PM<sub>2.5</sub>/NO<sub>x</sub>) 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 CO emissions predicted for the “Build” scenario for 2010 are less than the 2010 emissions budgets and 2018, 2020, and 2030 are less than the 2018 emissions budget. The TIP/RTP therefore satisfy the conformity emissions test for carbon monoxide.

For ozone, the applicable conformity test is the emissions budget test, using the Extreme Ozone Attainment Demonstration Plan budgets established for VOC and NO<sub>x</sub> for an average summer (ozone) season day. EPA published the notice of adequacy determination in the February 15, 2005 Federal Register, effective March 2, 2005. The modeling results for all analysis years indicate that the VOC and NO<sub>x</sub> 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.

For PM-10, the applicable conformity test is the emissions budget test, using the Amended 2003 PM-10 Plan budgets for PM-10 and NOx. This Plan was approved by EPA on April 28, 2004, effective June 25, 2004. The modeling results for all analysis years indicate that the PM-10 emissions predicted for the “Build” scenarios are less than the emissions budgets for 2008 and 2010. The TIP/RTP therefore satisfy the conformity emissions tests for PM-10.

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

As all requirements of the Transportation Conformity Rule have been satisfied, a finding of conformity for the 2007 Federal Transportation Improvement Program Amendment #7 and the 2007 Regional Transportation Plan is supported.

Table 6-1. 2007 Conformity Results Summary -- FRESNO

Pollutant	Scenario	Emissions Total		DID YOU PASS?	
		CO (tons/day)		CO	
Carbon Monoxide	2010 Budget	240			
	2010	128		YES	
	2018 Budget	240			
	2018	76		YES	
	2020	63		YES	
	2030	41		YES	

	Scenario	VOC (tons/day)	NOx (tons/day)	VOC	NOx
Ozone	2008 Budget	15.8	33.7		
	2008	14.3	30.6	YES	YES
	2010 Budget	13.0	27.7		
	2010	11.6	25.0	YES	YES
	2013	9.5	19.0	YES	YES
	2020	6.4	10.1	YES	YES
	2030	4.4	5.6	YES	YES

	Scenario	PM-10 (tons/day)	NOx (tons/day)	PM-10	NOx
PM-10	2008 Budget	13.3	36.4		
	2008	12.8	33.1	YES	YES
	2010 Budget	16.2	29.7		
	2010	12.8	26.8	YES	YES
	2010 Adjusted Budget	16.2	29.7		
	2020	15.5	10.8	YES	YES
	2030	17.8	5.9	YES	YES

	Scenario	PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
PM2.5 24-Hour Standard	2002 Base Year	1.1	50.4		
	2010	0.9	26.8	YES	YES
	2020	0.9	10.8	YES	YES
	2030	1.0	5.9	YES	YES

	Scenario	PM2.5 (tons/year)	Nox (tons/year)	PM2.5	NOx
PM2.5 Annual Standard	2002 Base Year	402	18396		
	2010	329	9782	YES	YES
	2020	329	3942	YES	YES
	2030	365	2154	YES	YES

## REFERENCES

- CAA. 1990. *Clean Air Act*, as amended November 15, 1990. (42 U. S. C. Section 7401et seq.) November 15, 1990.
- EPA. 1993. 40 CFR Parts 51 and 93. *Criteria and Procedures for Determining Conformity to State or Federal Implementation Plans of Transportation Plans, Programs and Projects Funded or Approved Under Title 23 U.S.C. or the Federal Transit Act*. U.S. Environmental Protection Agency. Federal Register, November 24, 1993, Vol. 58, No. 225, p. 62188.
- EPA. 2004. 40 CFR Part 93. *Transportation Conformity Rule Amendments for the New 8-hour Ozone and PM<sub>2.5</sub> National Ambient Air Quality Standards and Miscellaneous Revisions for Existing Areas; Transportation Conformity Rule Amendments – Response to Court Decision and Additional Rule Changes*. U.S. Environmental Protection Agency. Federal Register, July 1, 2004, Vol. 69, No. 126, p. 40004.
- EPA. 2004b. *Companion Guidance for the July 1, 2004, Final Transportation Conformity Rule: Conformity Implementation in Multi-jurisdictional Nonattainment and Maintenance Areas for Existing and New Air Quality Standards*. U.S. Environmental Protection Agency. July 21, 2004.
- EPA. 2005. *Transportation Conformity Rule Amendments for the New PM<sub>2.5</sub> National Ambient Air Quality Standards: PM<sub>2.5</sub> Precursors; Final Rule*. U.S. Environmental Protection Agency. Federal Register, May 6, 2005, Vol. 70, No. 87, p. 24280.
- EPA. 2005b. *Guidance for Determining the “Attainment Years” for Transportation Conformity in New 8-Hour Ozone and PM<sub>2.5</sub> Nonattainment Areas*. U.S. Environmental Protection Agency. Memorandum, March 8, 2005.
- EPA. 2005c. *Guidance for Creating Annual On-Road Mobile Source Emission Inventories for PM<sub>2.5</sub> Nonattainment Areas for Use in SIPs and Conformity*. U.S. Environmental Protection Agency. EPA420-B-05-008. August 2005
- EPA/DOT. 1991a. *Guidance for Determining Conformity of Transportation Plans, Programs, and Projects with Clean Air Act Implementation Plans During Phase I of the Interim Period*. U.S. Environmental Protection Agency and Department of Transportation. June 7, 1991.
- EPA/DOT. 1991b. *Guidance for Determining Conformity of Transportation Plans, Programs, and Projects with Clean Air Act Implementation Plans During Phase I of the Interim Period. Extended Applicability of the Interim Conformity Guidance*. U.S. Environmental Protection Agency and Department of Transportation. October 25, 1991.
- USDOT. 2001. *Use of Latest Planning Assumptions in Conformity Determinations*. Memorandum from U.S. Department of Transportation. January 18, 2001.

**APPENDIX A**

**CONFORMITY CHECKLIST**

# Conformity Analysis Documentation

## FHWA Checklist for MPO TIPs/RTPs

June 27, 2005

40 CFR	Criteria	Page	Comments
§93.102	Document the applicable pollutants and precursors for which EPA designates the area as nonattainment or maintenance. Describe the nonattainment or maintenance area and its boundaries.	9	
§93.104 (b, c)	Document the date that the MPO officially adopted, accepted or approved the TIP/RTP and made a conformity determination. Include a copy of the MPO resolution. Include the date of the last prior conformity finding.	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.	24, App B	
§93.108	Document that the TIP/RTP is financially constrained (23 CFR 450).	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.	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.	9	
§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.	16	
USDOT/EPA guidance	Document the use of planning assumptions less than five years old. If unable, include written justification for the use of older data. (1/18/02)	16	
§93.110 (c,d,e,f)	Document any changes in transit operating policies and assumed ridership levels since the previous conformity determination. Document the use of the latest transit fares and road and bridge tolls. Document the use of the latest information on the effectiveness of TCMs and other SIP measures that have been implemented. Document the key assumptions and show that they were agreed to through Interagency and public consultation.	25	
§93.111	Document the use of the latest emissions model approved by EPA.	30	
§93.112	Document fulfillment of the interagency and public consultation requirements outlined in a specific implementation plan according to §51.390 or, if a SIP revision has not been completed, according to §93.105 and 23 CFR 450. Include documentation of consultation on conformity tests and methodologies as well as responses to written comments.	42	

40 CFR	Criteria	Page	Comments
§93.113	Document timely implementation of all TCMs in approved SIPs. Document that implementation is consistent with schedules in the applicable SIP and document whether anything interferes with timely implementation. Document any delayed TCMs in the applicable SIP and describe the measures being taken to overcome obstacles to implementation.	38	
§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).	1	
§93.118 (a, c, e)	<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.	47	
§93.118 (b)	Document for which years consistency with motor vehicle emissions budgets must be shown.	14	
§93.118 (d)	Document the use of the appropriate analysis years in the regional emissions analysis for areas with SIP budgets, and the analysis results for these years. Document any interpolation performed to meet tests for years in which specific analysis is not required.	47	
§93.119 <sup>1</sup>	<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.	47	
§93.119 (g)	Document the use of the appropriate analysis years in the regional emissions analysis for areas without applicable SIP budgets.	14	
§93.119 (h,i)	Document how the baseline and action scenarios are defined for each analysis year.	34	
§93.122 (a)(1)	Document that all regionally significant federal and non-Federal projects in the nonattainment/maintenance area are explicitly modeled in the regional emissions analysis. For each project, identify by which analysis it will be open to traffic. Document that VMT for non-regionally significant Federal projects is accounted for in the regional emissions analysis	26	
§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.	28	
§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	Document that a network-based travel model is in use that is validated	25	

40 CFR	Criteria	Page	Comments
(b)(1)(i) <sup>2</sup>	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.).		
§93.122 (b)(1)(ii) <sup>2</sup>	Document the land use, population, employment, and other network-based travel model assumptions.	16	
§93.122 (b)(1)(iii) <sup>2</sup>	Document how land use development scenarios are consistent with future transportation system alternatives, and the reasonable distribution of employment and residences for each alternative.	19	
§93.122 (b)(1)(iv) <sup>2</sup>	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.	23	
§93.122 (b)(1)(v) <sup>2</sup>	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.	24	
§93.122 (b)(1)(vi) <sup>2</sup>	Document how travel models are reasonably sensitive to changes in time, cost, and other factors affecting travel choices.	24	
§93.122 (b)(2) <sup>2</sup>	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.	24	
§93.122 (b)(3) <sup>2</sup>	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.	26	
§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 PM 2.5 as significant pollutants, the inclusion of PM10 and/or PM 2.5 construction emissions in the conformity analysis.	31	
§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.	26, App B	

<sup>1</sup> Note that some areas are required to complete both interim emissions tests.

<sup>2</sup> 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.



**APPENDIX B**

**TRANSPORTATION PROJECT LISTING**

- 1.01 Railroad/highway crossing.
- 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 Guardrails, 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, fareboxes, 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 trackbed in existing right of way.
- 2.10 Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet.
- 2.11 Construction of new bus or rail storage/maintenance facilities categorically excluded in 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 Non Construction related activities.
- 4.05 Engineering studies
- 4.06 Noise attenuation.
- 4.07 Advance land acquisitions
- 4.08 Acquisition of scenic easements.
- 4.09 Plantings, landscaping, etc.
- 4.10 Sign removal.
- 4.11 Directional and informational signs.
- 4.12 Transportation enhancement activities
- 4.13 Repair of damage caused by natural disasters, civil unrest, or terrorist acts, except projects involving substantial functional, locational or capaci
- 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.

## Exempt Project Listing

Jurisdiction/Agency	TIP/RTP Project ID	CTIPs Project ID	Description	Exemption Code
Caltrans	FRE070701	20300000165	Lump Sum 130-Railroad Grade Crossing Protections Program. Consistent with 40 CFR part 93.126, 127, 128, exempt tables 2&3.	1.01
Caltrans	FRE041001	30300000000	Lump-Sum "Roadside" Category SHOPP: Non-capacity increasing projects roadside rehabilitation. Consistent with 40 CFR part 93.126, 127, 128, exempt tables 2&3.	1.10
Caltrans	FRE071007	20300000440	Lump-Sum "Roadside Preservation" Category SHOPP: Non-capacity increasing projects roadside rehabilitation. Consistent with 40 CFR part 93.126, 127, 128, exempt tables 2&3.	1.10
Caltrans	FRE070801	20300000166	Various locations. Emergency Repair Program. Consistent with 40 CFR part 93.126, 127, 128 Exempt Tables 2 & 3.	1.12
Caltrans	FRE071003	20300000422	Lump-Sum "Bridge Preservation" Category SHOPP: Non-capacity increasing projects roadside rehabilitation. Consistent with 40 CFR part 93.126, 127, 128, exempt tables 2&3.	1.19
Caltrans	FRE041107	10300000186	In Fresno, on Route 180 from the Teilman Ave OC to the G St. UC and on Route 99 from 0.2 km north of El Dorado St. to the Nielsen Ave UC. Highway Planting.	4.09
Caltrans	FRE041003	20300000374	Near Mendota- Belmont Ave. to Whitesbridge San Joaquin Valley Railroad. Rehabilitate roadway.	1.10
Caltrans	FRE040501	20300000279	Lump-Sum Highway Bridge Replacement/Rehabilitation Program (No additional travel lanes). Consistent with 40 CFR part 93.126, 127, 128, exempt tables 2&3.	1.19
Caltrans	FRE071101	10300000253	Near Centerville and Minkler from Temperance Ave. to Frankwood Ave- Environmental mitigation work.	4.01
Caltrans	FRE041106	10300000198	In Fresno - from Chestnut Avenue to Clovis Avenue - Relinquishment of existing Route 180.	4.01
Caltrans	FRE071004	20300000423	Lump-Sum "Mobility" Category SHOPP: Non-capacity increasing projects roadside rehabilitation. Consistent with 40 CFR part 93.126, 127, 128, exempt tables 2&3.	4.01
Caltrans	FRE041105	10300000197	In Fresno from Route 168 to Clovis Avenue - Highway planting	4.09
Caltrans	FRE041203	10300000208	In Fresno County from the Route 99/201 Separation to north of Floral Ave OC. Replacement planting.	4.09
Caltrans	FRE040401	20300000278	Lump-Sum Hazard Elimination Safety Program. Consistent with 40 CFR parts 93.126, 127, 128, exempt tables 2 & 3.	1.06
Caltrans	FRE071008	20300000448	In Fresno - west and east of Marks Avenue - widen shoulders, signalize, channelize intersection and raise profile	1.06
Caltrans	FRE041202	20300000283	In Fresno County on Route 41 at and near the Friant Road interchange. Tree planting.	4.09
Central Unified	FRE070101	20300000383	Replace eight diesel school buses with eight compressed natural gas school buses.	2.10
Clovis	FRE070602	20300000405	Road repair along Ashlan Ave between Peach and Minnewawa.	1.10
Clovis	FRE070603	20300000406	Road repair along Peach Ave. between Alluvial and Teague Avenues.	1.10

## Exempt Project Listing

Jurisdiction/Agency	TIP/RTP Project ID	CTIPs Project ID	Description	Exemption Code
Clovis	FRE070604	20300000407	Road repair along Shaw with reconstruction activities between Peach and Minnewawa Avenues.	1.10
Clovis	FRE020603	20300000229	In Clovis - Lump-Sum A/C Overlays On Various Eligible Routes (No Additional Travel Lanes). Consistent with 40 CFR part 93.126, 127, 128, exempt tables 2&3.	1.10
Clovis	FRE070601	20300000382	Clovis Old-Town trail at Peach and Alluvial Avenues crossing. Design and install in-pavement crosswalk lights.	3.02
Clovis	FRE070104	20300000386	Purchase of 2 CNG street sweepers and replace 2 diesel street sweepers.	4.01
Clovis	FRE070102	20300000384	Purchase 16 CNG refuse trucks to replace 16 older diesel refuse trucks.	4.01
Clovis	FRE020105	20300000206	In Clovis - Lump-Sum Traffic Flow Improvements. Consistent with 40 CFR part 93.126, 127, 128, exempt tables 2&3	5.01
Clovis	FRE020106	20300000207	In Clovis - Lump-Sum Traffic Signal Synchronization. Consistent with 40 CFR part 93.126, 127, 128, exempt tables 2&3.	5.07
Clovis	FRE070103	20300000385	ITS Project.	5.07
Clovis	FRE041813	20300000361	Constructing conduits on the east side of Clovis Ave. from Santa Ana to Dakota Ave. Pull boxes and fiber optic cable will be installed.	5.07
Clovis	FRE041812	20300000357	Ashlan Avenue Median Island Landscaping (Whittier Avenue to McKelvy Avenue).	4.12
Clovis	FRE071801	20300000424	Acquire right of way and construct a class I bicycle/pedestrian trail along the Enterprise Canal (east of Temperance Avenue and north of SR 168).	3.02
Clovis	FRE071802	20300000425	Trail Head/Rest Area, SWC Sunnyside & Shepherd Aves.	3.02
Clovis Unified	FRE070105	20300000387	Enhance "Gateway to the Sierras" Sign, Clovis Ave. Between 4th & 5th Sts.	4.12
Coalinga	FRE020605	20300000058	Purchase 10 CNG powered school buses to replace existing diesel school buses.	2.10
Coalinga	FRE020108	20300000196	In Coalinga - Lump-Sum Various AC Overlays/Reconstruction on Eligible Routes. Consistent with 40 CFR part 93.126, 127, 128 exempt tables 2&3.	1.10
Coalinga	FRE020650	20300000261	In Coalinga - Construct Paved Shoulders for Bike Lane On Monterey Avenue from Washington Street to Cambridge Avenue.	3.02
Fresno COG	FRE041101	10300000195	In Coalinga: Intersection Beautification Project--Install New or Reconstruct Failed Curb, Gutter, and Sidewalks. Provide New Landscaping and Irrigation Facilities and Pedestrian Facilities.	3.02
FCRTA	FRE021701	10300000192	Provide County-Wide STIP Project Planning, Programming and Monitoring for Each Year of the 2004 STIP Period	4.01
FCRTA	FRE071702	20300000445	Programs 2006/07 FTA Section 5311 Apportionment - Annual Operating Assistance	2.01
FCRTA	FRE071703	20300000446	Programs 2006/07 FTA Section 5311 Apportionment - Annual Capital Assistance	2.02
FCRTA	FRE071701	20300000437	Programs 2006/07 FTA Section 5311 Apportionment - Annual Capital Assistance	2.02

## Exempt Project Listing

Jurisdiction/Agency	TIP/RTP Project ID	CTIPs Project ID	Description	Exemption Code
FCRTA	FRE041405	20300000333	Purchase of five 31 passenger compressed natural gas powered buses.	2.10
FCTA	FRE041307	20300000292	Urban Program - In the City of Fresno - SR 180 (Clovis to Temperance) Minor Property Management	4.01
FCTA	FRE041313	20300000296	Rural Program - In Fresno County - SR 41 (North to Floral) Minor Property Management	4.01
FCTA	FRE041314	20300000297	Rural Program - In Fresno County - SR 43 (Nebraska to SR 99) Minor Property Management	4.01
FCTA	FRE041312	20300000295	Rural Program - In Fresno County (Floral to Elkhorn) Minor Property Management and Landscaping (Environmental Mitigation)	4.01
FCTA	FRE041308	20300000293	Urban Program - In the City of Fresno - SR 41 (SR 99 to North) Minor Property Management landscape.	4.01
FCTA	FRE041305	20300000290	Urban Program - In the City of Fresno - SR 168 (Bullard to Fowler) Minor Property Management	4.01
FCTA	FRE041306	20300000291	Urban Program - In the City of Fresno - SR 180 (Chestnut to Clovis) Minor Property Management	4.01
FCTA	FRE041316	20300000299	Rural Program - In Fresno County - SR 180 (Temperance to Shepherd) Minor Property Management	4.01
FCTA	FRE041302	20300000287	Urban Program - In the City of Fresno - SR 168 (SR 180 to Shields) Minor Property Management Cost and Landscaping/Irrigation Modification	4.09
FCTA	FRE041303	20300000288	Urban Program - In the City of Fresno - SR 168 (Shields to Gettysburg) Minor Property Management Costs and Landscaping/Irrigation Modification	4.09
FCTA	FRE041304	20300000289	Urban Program - In the City of Fresno - SR 168 (Gettysburg to Bullard) Minor Property Management Costs and Landscaping/Irrigation Modification	4.09
Firebaugh	FRE040105	20300000311	Reconstruct an existing parking lot located on the East Side of Fannon Rd. at the northeast corner of Maldaonado Park for park and ride capability	1.10
Firebaugh	FRE070605	20300000408	Reconstruct 13th Street between N Street (SR 33) to 400 ft east of P Street.	1.10
Fowler	FRE020602	20300000335	Manning Ave, from SR 99 northbound ramps to 0.25 miles east of Golden State Blvd. Reconstruct approaches to RR crossing; upgrade, interconnect & synchronize traffic signals; signage & striping.	1.01
Fowler	FRE020610	20300000233	In Fowler - Lump-Sum A/C Overlays On Various Eligible Routes (No Additional Travel Lanes) and Provide Curb, Gutter, and Sidewalks. Consistent with 40 CFR part 93.126, 127, 128, exempt tables	1.10
Fowler	FRE070106	20300000388	Class II Bicycle Lanes- Construct lanes along the east side of Fowler Ave b/w the State Highway 99 southbound onramp and Merced Street, and along southside Adams.	3.02
Fowler	FRE071803	20300000426	Landscaping & Sidewalks, Merced St. Between 3rd & 5th Sts.	4.12
Fresno	FRE020616	20300000248	In Fresno - Lump-Sum Traffic Control Devices and Operating Assistance. Complete Comprehensive Plan to Identify Signal Locations. Complete Signing for Major Streets/Schools.	1.07

## Exempt Project Listing

Jurisdiction/Agency	TIP/RTP Project ID	CTIPs Project ID	Description	Exemption Code
Fresno	FRE040603	20300000336	Cold pavement recycling of existing major streets within South Fresno Industrial "Regional Jobs Initiative" Area.	1.10
Fresno	FRE020617	20300000249	In Fresno - Lump-Sum A/C Overlays or Cold Recycle Overlays on Various Eligible Routes (No Additional Travel Lanes). Consistent with 40 CFR part 93.126, 127, 128, exempt tables 2&3.	1.10
Fresno	FRE041810	20300000355	Santa Fe Depot Restoration. Entry plaza component (Santa Fe Avenue and Tulare Street).	4.12
Fresno	FRE070108	20300000390	Construct approximately 350' of missing Multi-Purpose Trail along Herndon Avenue adjacent to the Sierra Sky Park.	3.02
Fresno	FRE041814	20300000362	McKenzie Trail Rehabilitation (Willow Avenue to Clovis Avenue).	4.12
Fresno	FRE020133	20300000227	In Fresno - Lump-Sum Construction of New Trails to Serve Fresno/Clovis Metropolitan Area Trail System. Consistent with 40 CFR part 93.126, 127, 128, exempt tables 2&3.	3.02
Fresno	FRE070109	20300000391	Completion of the Sugar Pine Trail from Chestnut to Copper, a Class I bikeway and pedestrian trail.	3.02
Fresno	FRE020132	20300000226	In Fresno - Lump-Sum Construction of Grade Crossings Along Bike and Pedestrian Trails	3.02
Fresno	FRE020127	20300000187	In Fresno - At Marks and Webber Avenue Intersection - Install Traffic Flow Improvements Including Ultimate Build of Intersection & New Traffic Signal.	5.01
Fresno	FRE020122	20300000182	In Fresno: At Intersection of Chestnut Avenue and Kings Canyon Road; Install Traffic Flow Improvements Including Dual Left-Turn Lanes & Intersection Improvements.	5.01
Fresno	FRE040109	20300000315	Replace existing 4-way stop control at intersection of North and Cedar with fully activated traffic signal. 4 legs of intersection will be modified.	5.02
Fresno	FRE040106	20300000312	Improve traffic operations and relieve congestion at intersection of Willow and Shepherd Ave. Install traffic signal and modify approaches. Install median noses, curb returns with wheelchair ramps.	5.02
Fresno	FRE070107	20300000389	Traffic synchronization and signal coordination along Shaw Ave. from Highway 99 to Highway 41. Install ITS conduits, fiber, communication cabinets and 2070L traffic signal controllers.	5.07
Fresno	FRE040604	20300000337	Cold pavement recycling of existing major streets within Fresno-Yosemite International Airport Business Park. "Regional Jobs Initiative" Area.	1.10
Fresno	FRE020618	20300000250	In Fresno - Lump-Sum Median Islands On Various Eligible Routes. Consistent with 40 CFR part 93.126, 127, 128, exempt tables 2&3.	1.10
Fresno	FRE070607	20300000410	Repair failed asphalt at ten intersections along Shaw Avenue between Blackstone Avenue and Highway 168.	1.10
Fresno	FRE070608	20300000411	Cold pavement recycling of Clovis Avenue between McKinley Ave. to Shields Ave.	1.10
Fresno	FRE070606	20300000409	Cold pavement recycling of Kings Canyon Road between Cedar and Chestnut Avenue.	1.10

## Exempt Project Listing

Jurisdiction/Agency	TIP/RTP Project ID	CTIPs Project ID	Description	Exemption Code
Fresno	FRE020620	20300000252	In Fresno - Lump-Sum Sound Walls. Use for City Match To Caltrans Projects On Freeways for Noise Attenuation. Consistent with 40 CFR part 93.126, 127, 128, exempt tables 2&3.	4.06
Fresno	FRE020621	20300000253	In Fresno - Lump-Sum Landscaping and Plantings In Median Islands, On Trails, and Streetscapes. Consistent with 40 CFR part 93.126, 127, 128, exempt tables 2&3.	4.09
Fresno	FRE040620	20300000349	Fresno Ave. at Sierra Ave. Additional turning lane and light turn phasing.	5.01
Fresno	FRE020622	20300000254	In Fresno - Lump-Sum Traffic Signals At Major Eligible Road Intersections. Consistent with 40 CFR part 93.126, 127, 128, exempt tables 2&3.	5.02
Fresno	FRE040110	20300000316	At intersection of Cedar and Shaw; traffic flow improvements including installation of dual NB and SB lanes and separate right turn lanes.	5.01
Fresno	FRE041815	20300000363	On Shaw Avenue between Route 99 and Golden State Blvd. Construct median island with landscaping and irrigation.	4.12
Fresno	FRE071813	20300000427	Rehabilitate 2nd Floor of Historic Santa Fe Depot, Santa Fe Ave. & Tulare St.	4.12
Fresno	FRE071805	20300000429	Median Island Landscaping, Clovis Ave. Bet. Kings Canyon & McKinley Aves.	4.12
Fresno	FRE071806	20300000430	Median Island Enhancement, Shields Ave. Bet. Palm Ave. & BNSF Railroad	4.01
Fresno	FRE071807	20300000431	Install & Landscape Median Island, Ventura Ave. Bet. Broadway & SR99	4.01
Fresno	FRE071804	20300000466	Sugar Pine Trail Improvements between Nees and Chestnut Aves.	4.12
Fresno	FRE020128	20300000188	Clinton and West Intersection Improvement	5.01
Fresno	FRE020134	20300000288	Lump-Sum Pedestrian Facilities	3.02
Fresno	FRE070203	20300000467	SR 41 Off Ramp at O Street	5.02
Fresno Area Express (FAX)	FRE021505	20300000157	Capital Lease-Handy Ride Facility	2.01
Fresno Area Express (FAX)	FRE021506	20300000156	Capital Lease-Vehicle Tire Lease	2.01
Fresno Area Express (FAX)	FRE021502	20300000259	Various Planning Projects/FAX Staff/Annual Planning O & M Expenses and Special Projects	2.01
Fresno Area Express (FAX)	FRE041402	20300000330	Peak Service Program. Increase the frequency of service from 30 min to 15 min intervals on two routes-Route 28 and Route 30. Final year of three year funding period.	2.01
Fresno Area Express (FAX)	FRE070122	20300000404	Increase frequency of service from 30 minute intervals to 15 minute intervals on high demand routes. Fresno Street, 1st Street, and Cedar. Three years of funding.	2.01
Fresno Area Express (FAX)	FRE021504	20300000158	Contracted Paratransit Service Operations	2.01
Fresno Area Express (FAX)	FRE021503	20300000155	Preventive Maintenance Expense	2.01
Fresno Area Express (FAX)	FRE021507	20300000151	Non-Revenue Vehicle Service Expansion/Replacement (18 Vehicles)	2.02
Fresno Area Express (FAX)	FRE022005	20300000269	Purchase of 4 Non-Revenue Vehicles	2.02
Fresno Area Express (FAX)	FRE021510	20300000260	Passenger shelters/structures, benches, trash receptacles and lighting; on-street signs; bus stop repairs; and miscellaneous amenities to benefit transit passengers	2.05

## Exempt Project Listing

Jurisdiction/Agency	TIP/RTP Project ID	CTIPs Project ID	Description	Exemption Code
Fresno Area Express (FAX)	FRE021509	20300000149	FAX Facility Upgrades To Include Portable Life Equipment; Farebox Systems; Life Pump and Cylinders; Automated Passenger Counters; Bus Washer; Passenger Information Kiosks; etc.	2.05
Fresno Area Express (FAX)	FRE070121	20300000403	Purchase one 40 foot hydrogen powered hybrid electric transit bus and one electrolytic hydrogen fueling station.	2.10
Fresno Area Express (FAX)	FRE021508	20300000150	Paratransit Vehicle Service Expansion/Replacement of 17 Vehicles	2.10
Fresno Area Express (FAX)	FRE070120	20300000402	Purchase 15 CNG buses to replace 14 diesel buses.	2.10
Fresno Area Express (FAX)	FRE040122	20300000328	Lease vans for downtown vanpool program. Final year of three year funding period.	3.01
Fresno Area Express (FAX)	FRE021501	20300000147	Various Planning Project/FAX & COFCG Staff/Annual Planning O & M Expenses and Special Projects	4.01
Fresno Area Express (FAX)	FRE022003	20300000267	Intermodal Transit Facility at Community Medical Center	5.06
Fresno County	FRE040120	20300000326	Shoulder paving/ stabilization. Alta Ave. to SR 63 - American Ave.	1.04
Fresno County	FRE040118	20300000324	North and Maple intersection improvements. Construct left turn lane for eastbound traffic.	1.07
Fresno County	FRE070201	20300000443	Rehabilitation, repair, and/or reconstruction of deficient two-lane roads that connect to Interstate 5, SR 180, SR 41 and SR 99 countywide.	1.10
Fresno County	FRE070202	20300000449	Rehabilitation, repair, and/or reconstruction of deficient two-lane roads that connect to Interstate 5, SR 180, SR 41 and SR 99 countywide.	1.10
Fresno County	FRE070110	20300000392	Construct Class I bike path along Golden State Boulevard from Mountain View Ave to Bethel Ave.	3.02
Fresno County	FRE040119	20300000325	Central and Willow intersection improvements. Construct left turn lanes and pavement improvements and remove a four-way stop.	5.01
Fresno County	FRE040612	20300000343	Manning Ave. from Crawford to Hill Ave. Reconstruct existing 2-lane road to current standards -widening travel way, paving shoulders an improving structural section.	1.04
Fresno County	FRE020630	20300000238	Orange Cove/ Fresno Co - Lump-Sum A/C Overlays and Necessary Reconstruction On Eligible Routes for Safety (No Additional Travel Lanes). Consistent with 40 CFR part 93.126, 127,	1.10
Fresno County	FRE020648	20300000247	Lump-Sum A/C Overlays and necessary reconstruction on Various Eligible Routes (No Additional Travel Lanes). Consistent with 40 CFR part 93.126, 127, 128, exempt tables 2&3.	1.10
Fresno County	FRE041820	20300000368	San Joaquin River Trail (Kerchoff Reservoir to the Upper Redinger Reservoir).	4.12
Fresno County	FRE071812	20300000436	Plant Palm Trees, Kearney Blvd. Between Marks & Westlawn Aves.	4.12
Fresno County Economic	FRE071601- FRE071609	20300000469- 20300000477	Large Buses/Lift Equipment	2.10
Fresno Unified	FRE070111	20300000393	Purchase of 6 CNG school buses to replace existing fleet.	2.10



## Exempt Project Listing

Jurisdiction/Agency	TIP/RTP Project ID	CTIPs Project ID	Description	Exemption Code
Huron	FRE020136	20300000210	In Huron - On Central Avenue Between Huron and 9th Streets - Provide Traffic Flow Improvements and Expand Park and Ride Lot	5.01
Huron	FRE020135	20300000022	In Huron - Install Traffic Signals on Lassen Avenue at 4th and 9th Streets.	5.02
Huron	FRE020624	20300000234	In Huron - Lump-Sum Construction of Median Islands and Landscaping on Eligible Routes. Consistent with 40 CFR part 93.126, 127, 128, exempt tables 2&3.	1.16
Kerman	FRE020138	20300000211	In Kerman - Lump-Sum Traffic Flow Improvements On Various Eligible Routes. Consistent with 40 CFR part 93.126, 127, 128, exempt tables 2&3.	5.01
Kerman	FRE070610	20300000412	On W. Kearney Blvd. from 3rd St. to Del Norte Ave. Install median islands with landscaping, grind, and regrade existing pavement and install 3" AC pavement.	1.16
Kerman	FRE040607	20300000338	S/S Whitesbridge from 900 ft. west of Vineland to Vineland. Widen existing pavement & install curb, gutter, sidewalk, & streetlights to provide right-turn only for E/B Whitesbridge to Vineland.	5.01
Kings Canyon Unified	FRE070112	20300000394	Purchase of 9 CNG school buses to replace existing fleet.	2.10
Kingsburg	FRE070611	20300000413	On 18th Ave. from Stroud Ave. to Tulare St. Pavement reconstruction and drainage improvements.	1.10
Kingsburg	FRE041817	20300000365	18th Avenue Median Island Landscaping (Howard Street to Stroud Avenue).	4.12
Kingsburg	FRE040113	20300000319	Construct sidewalks along 10th Ave. (Academy Ave.) from Sierra St. (SR 201) to Stroud Ave.	3.02
Kingsburg	FRE070113	20300000395	Construct pedestrian facilities along Sierra Street at the UPRR track crossing near Simpson Street. Improvements include sidewalks, curb ramps and track platform improvements.	3.02
Kingsburg	FRE070114	20300000396	Construct Class I bicycle and pedestrian pathway along Madsen Avenue between the eastern edge of shoulder and the Cole Slough.	3.02
Kingsburg	FRE070115	20300000397	Construct Class II bicycle pathway along Lewis Street between Simpson Street and 18th Avenue.	3.02
Kingsburg	FRE040112	20300000318	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.	3.02
Kingsburg	FRE071808	20300000432	Install & Landscape Median Island, Sierra St. Between Bethel Ave. & SR99.	4.01
Mendota	FRE070116	20300000398	Pave three unimproved alleys bounded by 7th Street and 8th Street.	1.10
Mendota	FRE070612	20300000414	On 9th Street from Oller St. to Marie St. Reconstruction and resurfacing of existing road.	1.10
Mendota	FRE020142	20300000213	In Mendota - Lump-Sum Pedestrian Facilities On Various Eligible Routes. Consistent with 40 CFR part 93.126, 127, 128, exempt tables 2&3.	3.02
Mendota	FRE020141	20300000027	In Mendota - Construct At-Grade Pedestrian/Bike Crossing Across 2nd and 5th Streets Over Railroad Tracks.	3.02

## Exempt Project Listing

Jurisdiction/Agency	TIP/RTP Project ID	CTIPs Project ID	Description	Exemption Code
Mendota	FRE071809	20300000433	Beautification/Reconstruction of Derrick Ave. (SR33)/7th St. Intersection.	4.09
Orange Cove	FRE070613	20300000415	South Ave. from Anchor Ave. to Monson Ave. Reconstruction to standard and widen shoulder.	1.10
Orange Cove	FRE040114	20300000320	Rails to Trails project. One and one half mile bike and pedestrian trail along abandoned BNSF rail line at a diagonal between Hills Valley Rd. and Adams Ave.	3.02
Parlier	FRE040608	20300000339	Intersection of Manning Ave and Mendocino Ave. Reconstruction of both eastbound and westbound intersection approaches.	1.10
Reedley	FRE070614	20300000416	N. Frankwood Ave. to Manning Ave. Move east curb line between Manning Ave. and Myrtle Ave. back to its proper alignment matching the existing curb returns on street.	1.10
Reedley	FRE040115	20300000321	Install sidewalks and ramps on both sides of Manning Ave. between Frankwood and Buttonwillow Ave.	3.02
Reedley	FRE070117	20300000399	Purchase one "Green Diesel" PM-10 Efficient Street Sweeper.	4.01
Reedley	FRE040623	20300000371	Gateway landscaped median and misc improvements	4.09
Reedley	FRE020633	20300000091	In Reedley - Install Traffic Signal at Intersection of Buttonwillow and Dinuba Avenue. Widen and Improve Intersection Approaches.	5.02
Reedley	FRE020635	20300000241	Manning Avenue Corridor Master Plan & Study. Identification of techniques to reduce congestion along corridor.	4.01
Reedley	FRE040609	20300000340	Frankwood Ave. from 900 ft north of Parlier to Manning. Reconstruct & overlay, remove & replace curb, gutter & sidewalks, ROW acquisition.	3.02
San Joaquin	FRE070615	20300000418	Main Street from Arizona Ave. to Placer Ave. Remove and replace existing asphalt paving.	1.10
San Joaquin	FRE041818	20300000366	Along Main Street from Colorado Avenue to Nevada Avenue. Install decorative crosswalks, landscaped planter islands, streetlights and benches.	4.12
San Joaquin	FRE040116	20300000322	Lump Sum Traffic Flow Improvements	5.01
San Joaquin	FRE040610	20300000341	Colorado Ave. repair from Manning Ave. To Fifth St. and Manning from Sutter to 700 ft. west of Sutter.	1.10
San Joaquin	FRE040619	20300000348	Lump Sum A/C Overlays	1.10
Sanger	FRE040638	20300000242	In Sanger - Lump-Sum A/C Overlays and Necessary Reconstruction on Eligible Routes for Safety (No Additional Travel Lanes). Consistent with 40 CFR part 93.126, 127, 128, exempt tables	1.10

## Exempt Project Listing

Jurisdiction/Agency	TIP/RTP Project ID	CTIPs Project ID	Description	Exemption Code
Sanger	FRE020150	20300000218	In Sanger - Lump-Sum Traffic Flow Improvements at Various Major Intersections. Consistent with 40 CFR part 93.126, 127, 128, exempt tables 2&3.	5.01
Sanger	FRE040611	20300000342	City of Sanger/ County of Fresno Joint Project. North Ave. from Academy to Bethel Ave. Reconstruct existing two-lane road.	1.10
Selma	FRE020645	20300000246	In Selma - Reconstruct Floral Ave./ Selma Branch Canal Crossing. 6 ft. block wall, wheelchair ramps, in-pavement crosswalk lights, split-rail fencing, warning signs.	1.10
Selma	FRE070618	20300000420	Floral Ave. between McCall Ave and Dockery Ave. Cold plane pavement, overlay, construct/reconstruct handicapped access ramps and place in-pavement crosswalk with advance	1.10
Selma	FRE070619	20300000421	Wright St between Arrants St. and Dinuba Ave. Cold plane pavement, overlay, construct/reconstruct handicapped access ramps and place in-pavement crosswalk with advance	1.10
Selma	FRE041819	20300000367	Selma Branch Canal Class I bicycle path (Floral Avenue to Lincoln Middle School).	4.12
Selma	FRE071811	20300000435	Class I Bikeway, Selma Branch Canal Between Floral Ave. & Stillman St.	3.02
Selma	FRE071810	20300000434	Class I Bikeway & 2 Rest Areas, Between North & Third Sts.	4.12
Southwest Transportation	FRE070118	20300000400	Purchase 10 CNG school buses to replace 10 diesel school buses.	2.10
Southwest Transportation	FRE070119	20300000401	Purchasing a Rule 1186-certified CNG Street Sweeper to replace diesel sweeper.	4.01
Westcare California	FRE071610	20300000478	Minivan	2.02
Various	FRE040402	20300000481	High Risk Rural Road Program lump sum. Codified as section 148 of title 23, United States Code (23 U.S.C. 148).	1.06
Various	FRE071901	20300000480	Safe Routes to School lump sum listing of projects. 6th cycle projects	1.06

REGIONALLY SIGNIFICANT PROJECTS

Jurisdiction/Agency	RTP Project ID	CTIPs Project ID	Facility Name/Route	Project Limits	Type of Improvement	Conformity Analysis Year (project open to traffic)				
						2008	2010	2013	2020	2030
County of Fresno	510	20300000144	Academy	Manning to Mountain View	Improve 2 lane facility	X	X	X	X	X
County of Fresno	514	20300000144	Academy	Manning to SR 180	2 LU to 4 L Expressway	X	X	X	X	X
Sanger	1046	20300000419	Academy	11th to North	Overlay/Reconstruct 4 LU to 4 L w/2WTLT				X	X
County of Fresno	521		Alta	Manning to Floral	2 LU to 4 LD					X
Clovis	401		Ashlan	McKelvy to Temperance	3 LD to 4 LD	X	X	X	X	X
Clovis	400		Ashlan	Armstrong to McKelvy	3 LD to 4 LD Incl Median Landscaping	X	X	X	X	X
Clovis	305		Ashlan	Dewolf to Leonard	2 LU to 4 LD	X	X	X	X	X
Clovis	271		Ashlan	Locan to Dewolf	3 LU to 4 LU	X	X	X	X	X
Clovis	303		Ashlan	Leonard to McCall	2 LU to 4 LD		X	X	X	X
City of Fresno	208		Ashlan	Grade separation @ UPRR & SR 99 interchange	Interchange Improvements				X	X
City of Fresno	940		Ashlan	Garfield to Grantland	Unconstructed to 4 LD				X	X
City of Fresno	196		Ashlan	Polk to SR 99	2 LU to 4 LD				X	X
City of Fresno	108		Ashlan	Grantland to Polk	2 L to 4 LD					X
County of Fresno	564		Auberry	Copper to Millerton (W)	2 LU to 4 LD					X
City of Fresno	153		Brawley	Palo Alto to Hemdon	2 LU to 4 LD		X	X	X	X
City of Fresno	212		Brawley	S of Shaw to Ashlan	2 LU to 4 LD				X	X
City of Fresno	198		Cedar	Belmont to SR 180	Widen to 6 L					X
City of Fresno	229		Cedar	Grant to Belmont	4 LD to 6 LD					X
County of Fresno	513		Central	SR 99 to Clovis	2 L to 4 LD				X	X
County of Fresno	529		Central	Maple to Golden State	2 LU to 4 LD				X	X
County of Fresno	515		Central	Goldenstate to Clovis	2LU to 4 LD					X
County of Fresno	512		Chestnut	American to SR 99	Widen to 4 LD Highway					X
City of Fresno	205		Clovis	McKinley to City of Clovis	4 LD to 6 LD	X	X	X	X	X
City of Fresno	139		Clovis	Kings Canyon to McKinley	4 LD to 6 LD	X	X	X	X	X
Clovis	410		Clovis	Nees to Teague	Unconstructed to 4 LD		X	X	X	X
Clovis	293		Clovis	Copper to Shepherd	Construct new 6 L divided arterial				X	X
City of Fresno	1045		Copper	Cedar to Willow	2 LU to 4 LD				X	X
City of Fresno	1048		Copper	Cedar to Willow	4 LD to 6 LD				X	X
Clovis	286		Copper	Willow to Clovis	2 LU to 4 LDU					X
Clovis	309		Copper-Clovis Couplet	Construct Beltway Interchange at Clovis and Shepherd	Unconstructed to 6 LD				X	X
City of Fresno	921		Divisadero	SR 41 on/off ramps	Additional SB off lane and dual lefts on Divisadero at NB on ramp					X
City of Fresno	964		Elm	Central to North	2 LU to 4 LD		X	X	X	X
County of Fresno	537		Friant	Millbrook/Copper to North Fork/Millerton	2 LU to 4 LD	X	X	X	X	X
City of Fresno	248		Friant	Shepherd to Copper	4 LD to 6 LD					X
City of Fresno	920		Friant	SR 41 to Audubon	6 LD to 8 LD					X
City of Fresno	974		Grantland	Shaw to Parkway	2 LU to 4 LD		X	X	X	X
City of Fresno	975		Grantland	Shaw to Veterans	2 LU to 4 LU				X	X
City of Fresno	234		Grantland	Shields to Ashlan	2 LU to 6 LD				X	X
City of Fresno	976		Grantland	Belmont to Shields	2LD to 4 LD				X	X
City of Fresno	119		H St	Belmont to Ventura	2 LU to 4 LD				X	X
Clovis	326	20300000334	Herndon	Willow to Clovis	4 L Expressway to 6 L Expressway	X	X	X	X	X
City of Fresno	1034		Herndon	Polk to Weber	2 LU to 4 LD	X	X	X	X	X
City of Fresno	156		Herndon	Cedar to Willow	4 LD to 6 LD	X	X	X	X	X
City of Fresno	1032	20300000370	Herndon	SR 99 to Weber	2 LU to 4 LD	X	X	X	X	X
City of Fresno	1031	20300000369	Herndon	Marks to Valentine	4 LD to 6 LD		X	X	X	X
Clovis	288		Herndon	Clovis to Tollhouse	4 LD to 6 LD		X	X	X	X
City of Fresno	1033		Herndon	Valentine to Milburn	4 Ld to 6 LD		X	X	X	X
City of Fresno	200		Herndon	SR 41 to Fresno	Add new WB auxiliary lane for SB on-ramp				X	X
City of Fresno	1035		Herndon	Polk to Weber	4 LD to 6 LD				X	X
City of Fresno	1036		Herndon	Milburn to Polk	4 LD to 6 LD					X
City of Fresno	115		Hughes	Neilsen to McKinley	2 LU to 4 LD				X	X
City of Fresno	1023		Hughes	Church to Whites Bridge	2 LU to 4 LU				X	X
Caltrans	62		I 5	Kings County line to Merced County line	4L Freeway to 6 L Freeway					X
County of Fresno	539		Jayne	SR 33 to I5	Widen to 4 Lane Divided					X
City of Fresno	260		Jensen	Fruit to Martin Luther King Blvd	2 LU to 4 LD			X	X	X
City of Fresno	237		Jensen	Cherry to Clovis	4 LD to 6 LD				X	X
City of Fresno	121		Jensen	Clovis to McCall	4 LD to 6 LD				X	X
County of Fresno	541		Jensen	West to Brawley	Widen from 2 LU to 4-lane divided highway				X	X
City of Fresno	118		Jensen	Marks to Fruit	2 LU to 4 LD					X
County of Fresno	565		Jensen	Brawler to Dickenson	2 LU to 4 LD					X
City of Fresno	194		Kings Canyon	Fowler to Temperance	2 LU to 4 LD			X	X	X
City of Fresno	125		Kings Canyon	Chestnut to Fowler	2 LU to 6 LD				X	X
City of Fresno	123		Kings Canyon	Temperance to Dewolf	2 L to 4 LU				X	X
County of Fresno	543		Manning	Buttonwillow to Alta	2 LU to 4 LD				X	X
Reedley	675		Manning	Reed to Columbia	2 LU to 4 LD				X	X
County of Fresno	542		Manning	Alta to Hill	2 LU to 4 LD					X
County of Fresno	1047		Manning	.25 mi w/o I-5 to .25 mi e/o I-5	2 lane to 4 lane					X
City of Fresno	116		Marks	Jensen to Whitesbridge	2 LU to 4 LD		X	X	X	X
City of Fresno	987		Marks	Weber to Dakota	2 LU to 3 LU				X	X
City of Fresno	117		Marks	Neilsen to McKinley	2 LU to 4 LD				X	X
City of Fresno	142		Marks	McKinley to Parkway	2 LU to 4 LD				X	X
City of Fresno	986		Marks	North to Jensen	2 LU to 4 LU					X
Clovis	338		McCall	Griffith to Shaw	2 LU to 6 LD				X	X
Clovis	444		McCall	Herndon to Shepherd	2 LU to 6 LD				X	X

REGIONALLY SIGNIFICANT PROJECTS

Jurisdiction/Agency	RTP Project ID	CTIPs Project ID	Facility Name/Route	ProjectLimits	Type of Improvement	Conformity Analysis Year (project open to traffic)				
						2008	2010	2013	2020	2030
Clovis	337		McCall	Bullard to Herndon	3 LU to 6 LD				X	X
Clovis	336		McCall	Shaw to Bullard	2 LU to 6 LD				X	X
City of Fresno	238		McKinley	Grantland to Golden State	2 LU to 4 LD widen SR 99 bridge					X
County of Fresno	548		Mendocino	Kingsburg City Limit (Kamm) to Manning	2 Lane to 4 LD					X
County of Fresno	549		Millerton	Friant to Table Mountain	2 LU to 4 LD				X	X
County of Fresno	511		Millerton	Table Mountain Rd to Auberry Road	2 LU to 4 LD					X
City of Fresno	112		Motel Dr.	Herndon to Ashlan	2LD to 4 LD				X	X
County of Fresno	553		Mountain View	Bethel to e/o Smith (Tulare County Line)	2 LU to 4 LD				X	X
City of Fresno	261		North	Orange to Cedar	2 LU to 4 LD, improve SR 99 interchange				X	X
City of Fresno	239		North	Cedar to Chestnut	2 LU to 4 LU				X	X
City of Fresno	994		North	Walnut to Hwy 41	2 LU to 4 LD				X	X
City of Fresno	192		Peach	Butler to Belmont	2 LU to 4 LD				X	X
City of Fresno	193		Peach	Jensen to Butler	2 LU to 4 LD				X	X
City of Fresno	1002		Peach	North to Jensen	2 Ld to 4 LD					X
City of Fresno	913		Polk	Olive to Belmont	Unconstructed to 4 LD	X	X	X	X	X
City of Fresno	1001		Polk	Olive to McKinley	2 LD to 4 LD	X	X	X	X	X
City of Fresno	131		Polk	Gettysburg to Shaw	2 LU to 4 LD			X	X	X
City of Fresno	161		Polk	Shields to Gettysburg	2 LU to 4 LD					X
City of Fresno	220		Polk	McKinley to Shields	2 LU to 4 LD					X
Reedley	676	20300000417	Reed	Manning to South	2 LU to 4 LD		X	X	X	X
Reedley	677		Reed	Olson to 11th St	2 LU to 4 LD			X	X	X
County of Fresno	556		Reed	Reedley City Limit(South ave.) to Goodfellow	2 LD to 4 LD					X
County of Fresno	914		Reed	Goodfellow to SR 180	2 LU to 4 LD					X
Clovis	412		Shaw	Coventry to Locan	4 LU to 6 LD	X	X	X	X	X
Clovis	908		Shaw	Locan to Dewolf	2 LU to 6 LD	X	X	X	X	X
Clovis	931		Shaw	DeWolf to Highland	2 LU 6 LD			X	X	X
Clovis	392		Shaw	Clovis to Temperance	4 LD to 6 LD			X	X	X
City of Fresno	265		Shaw	Garfield to Grantland Diagonal	2 LU to 4 LD				X	X
Clovis	354		Shaw	Highland to McCall	2 LU to 6 LD				X	X
County of Fresno	559		Shaw	Dewolf to McCall	2 LU to 4 LD				X	X
City of Fresno	243		Shaw	Veterans Blvd to Golden State	2 LU to 6 LD				X	X
County of Fresno	557		Shaw	Garfield to Dickenson	2 LU to 4 LD					X
County of Fresno	560		Shaw	Dickenson to W of Biola	Widen to 4-lane divided highway					X
County of Fresno	558		Shaw	McCall to Academy	2 LU to 4 LD					X
Clovis	357		Shepherd	Dewolf to Tollhouse	2 LU to 4 LD	X	X	X	X	X
Clovis	909		Shepherd	Clovis to Fowler	2 LU 3 LD	X	X	X	X	X
Clovis	393		Shepherd	Willow to Clovis	3 LU to 4 LD				X	X
Clovis	370		Shepherd	Temperance to Dewolf	3 LD to 4 LD				X	X
City of Fresno	166		Shepherd	Chestnut to Willow	2 LU to 4 LD				X	X
City of Fresno	132		Shepherd	Cedar to Maple	2 LU to 4 LD				X	X
Clovis	911		Shepherd	Fowler to Armstrong	3 LD to 4 LD				X	X
Clovis	910		Shepherd	Clovis to Fowler	3 LD to 4 LD				X	X
Clovis	356		Shepherd	Armstrong to Temperance	2 LU to 4 LD					X
City of Fresno	122		Shields	Armstrong to Temperance	2 LD to 4 LD	X	X	X	X	X
City of Fresno	113		Shields	Cornelia to Parkway	2 LU to 4 LD	X	X	X	X	X
City of Fresno	100		Shields	Fowler to Armstrong	2 L to 4 L			X	X	X
City of Fresno	147		Shields	Sunnyside to Fowler	2 LU to 4 LD				X	X
City of Fresno	247		Shields	Grantland to Cornelia	2 LU to 4 LD					X
City of Fresno	47		Shields	At SR 99	Construct overcrossing					X
Caltrans	1018		SR 145	SR 180 to Shaw	2 LU to 4 LU					X
Caltrans	96		SR 168	Shepherd to Millerton	Construct 2 L expressway on new alignment of 4 L freeway ROW					X
Caltrans	92		SR 168	Millerton to Lodge	Construct 2 L expressway on new alignment of 4 L freeway ROW					X
Caltrans	10		SR 180	SR 41 to SR 168	Construct Braided Ramps				X	X
Caltrans	38	20300000177	SR 180 E	Academy to Trimmer Springs	2 LU to 4 L Expressway on 4 L ROW		X	X	X	X
Caltrans	43	10300000175	SR 180 E	Clovis to 0.8 km east of Temperance	Unconstructed to 4L Freeway on 6L ROW Fowler to Temperance			X	X	X
Caltrans	53	10300000176	SR 180 E	Temperance to Academy	2 LU to 4 L Expressway on existing alignment				X	X
Caltrans	54	10300000178	SR 180 E	Trimmer Springs to Frankwood	2 LU to 4 L Expressway on 4 L ROW				X	X
Caltrans	56		SR 180 E	Frankwood to Cove	2 LU to 2 L Expressway on new alignment					X
Caltrans	12	20300000377	SR 180 W	Brawley to Hughes/West	Unconstructed to 4 L Freeway between Brawley and Marks and 6 lanes between from Marks to Hughes/West		X	X	X	X
Caltrans	52		SR 180 W	Dickenson to Brawley	2 LU to 4 LU expressway				X	X
Caltrans	57		SR 180 W	I 5 to SR 33 (Traversable Highway)	2 LU on existing alignments.				X	X
Caltrans	63		SR 180 W	Sequoia to Dickenson	2 LU to 4 LU				X	X
Caltrans	1019		SR 198	Interchange at I-5	Widen bridge to 4 lanes				X	X
Caltrans	64		SR 33	In Mendota - Intersection of SR 33 and SR 180 to Northern City Limits.	2 LU to 4 L				X	X
Caltrans	1052	10300000194	SR 41	Alluvial to Friant	Aux Lanes	X	X	X	X	X
Caltrans	11	10300000194	SR 41	Herndon to Audubon	Modify Friant interchange (NB off-ramp. Add auxiliary lane from Herndon to Friant)	X	X	X	X	X
Caltrans	1051	10300000249	SR 41	McKinley to Shields	Widen on Ramps at both interchanges		X	X	X	X
Caltrans	49	10300000174	SR 41	Kings County line to Elkhorn	2 L Expressway to 4 L Expressway			X	X	X
Caltrans	107	20300000439	SR 41	Bullard to Herndon	Construct NB auxiliary lane			X	X	X
Caltrans	1015	10300000194	SR 41	Friant to Herndon	Add 1 SB Auxiliary Lane			X	X	X
Caltrans	1049		SR 41	Ashlan to Shields	Add 1 NB Auxiliary Lane				X	X
Caltrans	1050		SR 41	Shaw to Bullard	See project 7				X	X
Caltrans	1016		SR 41	McKinley to Shields	Add 1 NB and 1 SB Auxiliary Lane				X	X
Caltrans	1014		SR 41	Divisadero to O Street	Add SB Auxiliary Lane				X	X

REGIONALLY SIGNIFICANT PROJECTS

Jurisdiction/Agency	RTP Project ID	CTIPs Project ID	Facility Name/Route	Project Limits	Type of Improvement	Conformity Analysis Year (project open to traffic)				
						2008	2010	2013	2020	2030
Caltrans	1013		SR 41	Ashlan to Shaw	Add 1 NB Auxiliary Lane				X	X
Caltrans	42		SR 41	Divisadero to Shields	6 L Freeway to 8 L Freeway & widen SB off-ramp at Divisadero				X	X
Caltrans	5		SR 41	Shields to Ashlan	Additional NB lane added in 2015 Project # 1049				X	X
Caltrans	7		SR 41	Shaw to Bullard	See Project 1050				X	X
Caltrans	60		SR 41	Interchange at Central	Add Interchange at Central				X	X
Caltrans	6		SR 41	Ashlan to Shaw	6 L Freeway to 8 L Freeway				X	X
Caltrans	9		SR 41	Herndon to Friant	6 L Freeway to 8 L Freeway					X
Caltrans	8		SR 41	Bullard to Herndon	6 L Freeway to 8 L Freeway					X
Caltrans	59		SR 41	Interchange at American	Add Ramps to Interchange at American					X
Caltrans	61		SR 41	Interchange at Manning	Add Interchange at Manning					X
Caltrans	50		SR 43	Kings County line to Selma City limits	2 LU to 4 LD					X
Caltrans	14	1030000156	SR 99	SR 201 to SR 43	4 L Freeway to 6 L Freeway	X			X	X
Caltrans	55	2030000444	SR 99	Tulare County Line to SR 201	4 L Freeway to 6 L Freeway & Widen Bridge to 6 L		X		X	X
Caltrans	46		SR 99	Interchange at Shaw	Improve interchange				X	X
Caltrans	39		SR 99	Ashlan to Madera County line	Widen from 4 L Freeway to 6 L Freeway				X	X
Caltrans	3		SR 99	Fresno to Clinton	Add NB and SB Auxiliary Lanes				X	X
Caltrans	90		SR 99	Jensen to Central	6 L to 8 L				X	X
Caltrans	917		SR 99	SR 99 and Cedar/North Ave.	Upgrade Interchange				X	X
Caltrans	49		SR 99	Interchange at Grantland Diagonal	Construct Interchange				X	X
Caltrans	1017		SR 99	Central and Chestnut Interchange	Upgrade Interchange				X	X
Caltrans	48		SR 99	Jensen to Bullard	6 L Freeway to 8 L Freeway					X
Caltrans	1030		SR 99	SR 43/Floral Rd Interchange	Replace bridge structures and widen Floral					X
City of Fresno	268		Bridge	Broadway to Golden State	Closed 6 LD to Open 4 LD		X		X	X
Clovis	287		Temperance	Ashlan to Gettysburg	2 LU to 4 LD	X	X		X	X
Clovis	294		Temperance	Bullard to Herndon	2 LU to 4 LD	X	X		X	X
Clovis	363		Temperance	Nees to Lexington	3 LD to 4 LD		X		X	X
Clovis	362		Temperance	Enterprise Canal to Nees (Just south of Nees)	3 LD to 4 LD		X		X	X
Clovis	364		Temperance	Heritage Ln to Shepherd	3 LU to 4 LD		X		X	X
Clovis	932		Temperance	Ashlan to Gould Canal	2 LU to 4 LD				X	X
City of Fresno	263		Temperance	Belmont to Dakota	2 LU to 6 LD				X	X
City of Fresno	250		Temperance	Jensen to Belmont	2 LU to 6 LD					X
Clovis	282		Tollhouse	Third to Herndon	2 LU to 4 LU				X	X
City of Fresno	1037		Veteran's Blvd	Ashlan to Gettysburg	New 6 LD Superarterial		X		X	X
City of Fresno	1038		Veteran's Blvd	Gettysburg to Barstow	New 6 LD Superarterial				X	X
City of Fresno	1039		Veteran's Blvd	Barstow to Bullard-Bryan	New 6 LD Superarterial				X	X
City of Fresno	1040		Veteran's Blvd	Bullard-Bryan to Herndon	New 6 LD Superarterial				X	X
City of Fresno	181		Weber	Marty to Clinton	2 LU to 4 LD				X	X
City of Fresno	224		Weber	Belmont to Olive	2 LU to 4 LD					X
City of Fresno	114		West	Jensen to Kearney	2 LU to 4 LD				X	X
City of Fresno	1007		West	Kearney to Whites Bridge	2 LU to 4 LU				X	X
City of Fresno	1008		Whitesbridge	State Rt 180 E/O Brawley to Valentine	2 LU to 4 LD				X	X
City of Fresno	264		Whitesbridge	Valentine to Fruit	2 LU to 4 LD				X	X
Clovis	368	2030000381	Willow	Powers to Shepherd	2 LU to 6 LD - Clovis half only	X	X		X	X
City of Fresno	134		Willow	Herndon to Alluvial	2 LU to 6 LD	X	X		X	X
City of Fresno	369		Willow	Nees to Powers	2 LD to 6 LD		X		X	X
Clovis	99		Willow	Shepherd to Copper	Clovis Side Only		X		X	X
City of Fresno	124		Willow	Shepherd to Copper	2 LD to 6 LD				X	X

**Federally Funded Non-Regionally Significant Projects**

Jurisdiction/Agency	RTP Project ID	CTIPs Project ID	Facility Name/Route	Project Limits	Type of Improvement	Conformity Analysis Year (project open to traffic)				
						2008	2010	2013	2020	2030

No Projects Qualify

**APPENDIX C**

**CONFORMITY ANALYSIS DOCUMENTATION**



## Fresno COG 2007 Conformity

Variable	Source	Analysis Year					
		2008	2010	2013	2020	2030	
EDP	EMFAC 2002	596,007	625,147	670,898	773,991	943,437	
EVMT	EMFAC 2002	23,514,768	24,731,958	26,597,654	30,470,956	36,886,356	
MVMT	TPA Model	21,622,437	22,712,520	24,364,173	28,256,740	33,629,591	<=Enter Modeled Daily VMT Here
New Population	Calculated	548,044	574,102	614,561	717,748	860,139	<= Read New Vehicle Population Here

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

**EMFAC Emissions (tons/day)**

**FRESNO**

Pollutant	Source	Description	Analysis Year		
			2010	2020	2030
Carbon Monoxide	EMFAC 2002 (Winter Run)	CO Total Exhaust (All Vehicles Total)	127.72	62.56	40.96
		<b>Conformity Total</b>	128	63	41

Pollutant	Source	Description	2008	2010	2013	2020	2030
			Ozone	EMFAC 2002 (Summer Run)	ROG Total Exhaust (All Vehicles Total)	14.66	12.84
	ARB	Minus I/M Improvement Benefit	0.38	0.31	0.31	0.31	0.31
	ARB	State Measure Reductions	0.00	0.89	0.89	0.89	0.89
		<b>Conformity Total</b>	14.3	11.6	9.5	6.4	4.4

Ozone	EMFAC 2002 (Summer Run)	NOx Total Exhaust (All Vehicles Total)	31.79	27.95	21.99	13.06	8.56
	ARB	Minus I/M Improvement Benefit	0.66	0.58	0.58	0.58	0.58
	District	Local Measure Reductions	0.50	0.56	0.56	0.56	0.56
	ARB	State Measure Reductions	0.00	1.84	1.84	1.84	1.84
		<b>Conformity Total</b>	30.6	25.0	19.0	10.1	5.6

PM-10	EMFAC 2002 (Annual Run)	PM-10 Total (All Vehicles Total) * includes tire & brake wear	1.31	1.31	1.40	1.58
		ARB	State Measures	0.000	0.023	0.023
		<b>Conformity Total</b>	1.310	1.287	1.377	1.557

PM-10	EMFAC 2002 (Annual Run)	NOx Total Exhaust (All Vehicles Total)	34.17	30.01	13.98	9.10	
		ARB	Smog Check Reductions	0.70	0.59	0.59	0.59
		District	ISR & Inc.	0.33	0.38	0.38	0.38
		ARB	State Measures	0.00	2.22	2.22	2.22
			<b>Conformity Total</b>	33.14	26.82	10.79	5.91

PM2.5	EMFAC 2002 (Annual Run)	PM2.5 Total Exhaust (All Vehicles Total) * includes tire & brake wear	0.89	0.89	0.99
		ARB	State Measures	0.02	0.02
		<b>Conformity Total</b>	0.9	0.9	1.0

PM2.5	EMFAC 2002 (Annual Run)	NOx Total Exhaust (All Vehicles Total)	30.01	13.98	9.10	
		ARB	Smog Check Reductions	0.59	0.59	0.59
		District	ISR & Inc.	0.38	0.38	0.38
		ARB	State Measures	2.22	2.22	2.22
			<b>Conformity Total</b>	26.8	10.8	5.9

**Paved Road Dust Emissions (tons/day)**

**FRESNO 2008**

	VMT Daily	VMT (million/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)	District Rule 8061/ISR Control Rates	Control-Adjusted Emissions
Enter Freeway VMT ==>	Freeway	7,126,719	2,601	746,290	725,813	1.989	1.877
Enter Arterial VMT ==>	Arterial	10,083,215	3,680	1519,118	1477,437	4.048	2.951
Enter Collector VMT ==>	Collector	2,496,220	911	376,076	365,757	1.002	0.649
	Urban	1,222,589	446	776,204	754,907	2.068	1.481
	Rural	693,694	253	1253,703	1219,304	0.090	3.040
Enter Total of Urban and Rural Local VMT Here =>		1,916,283					
<b>Totals</b>		21,622,437	7,892	4671,391	4543,219	12.447	9.998

**FRESNO 2010**

	VMT Daily	VMT (million/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)	District Rule 8061/ISR Control Rates	Control-Adjusted Emissions
Enter Freeway VMT ==>	Freeway	7,482,506	2,731	783,547	762,048	2.088	1.931
Enter Arterial VMT ==>	Arterial	10,582,478	3,863	1594,336	1550,592	4.248	3.050
Enter Collector VMT ==>	Collector	2,651,933	968	399,535	388,573	1.065	0.631
	Urban	1,273,195	465	808,334	786,155	2.154	1.456
	Rural	722,408	264	1305,597	1269,774	0.090	3.166
Enter Total of Urban and Rural Local VMT Here =>		1,995,603					
<b>Totals</b>		22,712,520	8,290	4891,349	4757,142	13.033	10.234

**FRESNO 2020**

	VMT Daily	VMT (million/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)	District Rule 8061/ISR Control Rates	Control-Adjusted Emissions
Enter Freeway VMT ==>	Freeway	9,570,002	3,493	1002,143	974,647	2.670	2.470
Enter Arterial VMT ==>	Arterial	12,940,530	4,723	1949,596	1896,104	5.195	3.730
Enter Collector VMT ==>	Collector	3,329,951	1,215	501,684	487,919	1.337	0.793
	Urban	1,541,572	563	978,723	951,869	2.608	1.763
	Rural	874,685	319	1580,804	1537,431	4.212	3.833
Enter Total of Urban and Rural Local VMT Here =>		2,416,257					
<b>Totals</b>		28,256,740	10,314	6012,950	5847,969	16.022	12.589

**FRESNO 2030**

	VMT Daily	VMT (million/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)	District Rule 8061/ISR Control Rates	Control-Adjusted Emissions
Enter Freeway VMT ==>	Freeway	11,253,651	4,108	1178,450	1146,116	3.140	2.905
Enter Arterial VMT ==>	Arterial	15,440,876	5,636	2326,293	2262,466	6.199	4.451
Enter Collector VMT ==>	Collector	4,070,207	1,486	613,210	596,385	1.634	0.969
	Urban	1,827,779	667	1160,431	1128,592	3.092	2.090
	Rural	1,037,078	379	1874,295	1822,868	4.994	4.545
Enter Total of Urban and Rural Local VMT Here =>		2,864,857					
<b>Totals</b>		33,629,591	12,275	7152,679	6956,427	19.059	14.959

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	0.003573793	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 2008**

	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	0.278	0.646

**FRESNO 2010**

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

**FRESNO 2020**

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

**FRESNO 2030**

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

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

<b>FRESNO</b>													
	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	2008		2010		2020		2030	
	Year	Lane Miles	Year	Lane Miles	Year	Lane Miles	Year	Lane Miles
	Baseline	2002	5,695	2008	6052	2010	6138	2020
Horizon	2008	6,052	2010	6,138	2020	6,781	2030	7,246
Difference	6	357.000	2	86.000	10	643.000	10	465.000
Lane Miles per Year		59.500		43.000		64.300		46.500
Acres Disturbed		230.788		166.788		249.406		180.364
Acre-Months		4,154.182		3,002.182		4,489.309		3,246.545
Emissions (tons/year)		456.960		330.240		493.824		357.120
Annual Average Day Emissions (tons)		1.252		0.905		1.353		0.978
District Rule 8021 Control Rates		0.290		0.290		0.290		0.290
<b>Total Emissions (tons per day)</b>		<b>0.889</b>		<b>0.642</b>		<b>0.961</b>		<b>0.695</b>

**PM10 Emission Trading Worksheet**

**FRESNO CONFORMITY ESTIMATES (tons/day)**

	2008		2010		2020		2030	
	PM10	NOx	PM10	NOx	PM10	NOx	PM10	NOx
Total On-Road Exhaust	1.310	33.140	1.287	26.820	1.377	10.790	1.557	5.910
Paved Road Dust	9.998		10.234		12.589		14.959	
Unpaved Road Dust	0.646		0.596		0.596		0.596	
Road Construction Dust	0.889		0.642		0.961		0.695	
<b>Total</b>	<b>12.843</b>	<b>33.140</b>	<b>12.759</b>	<b>26.820</b>	<b>15.523</b>	<b>10.790</b>	<b>17.807</b>	<b>5.910</b>

**Difference (2010 Budget - 2020)**

	PM10	NOx
2010	16.2	29.7
2020	15.5	10.8
<b>Difference</b>	<b>0.7</b>	<b>18.9</b>
* 1.5 (Adjustment to NOx Budget)	-1.1	

**Difference (2010 Budget - 2030)**

	PM10	NOx
2010	16.2	29.7
2030	17.8	5.9
<b>Difference</b>	<b>-1.6</b>	<b>23.8</b>
* 1.5 (Adjustment to NOx Budget)	2.4	

**1:1.5 PM10 to NOx Trading**

	PM10	NOx
<b>2010 Budget</b>	<b>16.2</b>	<b>29.7</b>

<b>Adjusted 2010 Budget</b>	<b>17.8</b>	<b>27.3</b>
<b>2030 Conformity Total</b>	<b>17.8</b>	<b>5.9</b>
<b>Difference</b>	<b>0.0</b>	<b>21.4</b>

**NOTE: FINAL DIFFERENCE MUST BE POSITIVE**

**2007 Conformity Results Summary -- FRESNO**

Pollutant	Scenario	Emissions Total		DID YOU PASS?	
		CO (tons/day)		CO	
Carbon Monoxide	2010 Budget	240			
	2010	128		YES	
	2018 Budget	240			
	2018	76		YES	
	2020	63		YES	
	2030	41		YES	

	Scenario	VOC (tons/day)	NOx (tons/day)	VOC	NOx
		2008 Budget	15.8	33.7	
Ozone	2008	14.3	30.6	YES	YES
	2010 Budget	13.0	27.7		
	2010	11.6	25.0	YES	YES
	2013	9.5	19.0	YES	YES
	2020	6.4	10.1	YES	YES
	2030	4.4	5.6	YES	YES

	Scenario	PM-10 (tons/day)	NOx (tons/day)	PM-10	NOx
		2008 Budget	13.3	36.4	
PM-10	2008	12.8	33.1	YES	YES
	2010 Budget	16.2	29.7		
	2010	12.8	26.8	YES	YES
	2010 Adjusted Budget	16.2	29.7		
	2020	15.5	10.8	YES	YES
	2010 Adjusted Budget	17.8	27.3		
	2030	17.8	5.9	YES	YES

	Scenario	PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
		2002 Base Year	1.1	50.4	
PM2.5 24-Hour Standard	2010	0.9	26.8	YES	YES
	2020	0.9	10.8	YES	YES
	2030	1.0	5.9	YES	YES

	Scenario	PM2.5 (tons/year)	NOx (tons/year)	PM2.5	NOx
		2002 Base Year	402	18396	
PM2.5 Annual Standard	2010	329	9782	YES	YES
	2020	329	3942	YES	YES
	2030	365	2154	YES	YES

**APPENDIX D**

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



**2007 PM2.5 Conformity Results Summary – Fresno**

PM2.5 24-Hour Standard		PM2.5 (tons/day)	NOx (tons/day)		PM2.5	NOx
	2002 Base Year	1.1	50.4			
	2010	0.9	26.8		YES	YES
	2020	0.9	10.8		YES	YES
	2030	1.0	5.9		YES	YES

PM2.5 Annual Standard		PM2.5 (tons/year)	NOx (tons/year)		PM2.5	NOx
	2002 Base Year	402	18396			
	2010	329	9782		YES	YES
	2020	329	3942		YES	YES
	2030	365	2154		YES	YES

**2007 PM2.5 Conformity Results Summary – Kern**

PM2.5 24-Hour Standard		PM2.5 (tons/day)	NOx (tons/day)		PM2.5	NOx
	2002 Base Year	1.1	53.3			
	2010	0.9	28.2		YES	YES
	2020	0.9	12.1		YES	YES
	2030	1.1	7.7		YES	YES

PM2.5 Annual Standard		PM2.5 (tons/year)	NOx (tons/year)		PM2.5	NOx
	2002 Base Year	402	19455			
	2010	329	10293		YES	YES
	2020	329	4417		YES	YES
	2030	402	2811		YES	YES

**2007 PM2.5 Conformity Results Summary – Kings**

PM2.5 24-Hour Standard		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
	2002 Base Year	0.2	8.6		
2010 2020 2030	0.2	5.2	YES	YES	
	0.2	2.3	YES	YES	
	0.2	1.2	YES	YES	

PM2.5 Annual Standard		PM2.5 (tons/year)	NOx (tons/year)	PM2.5	NOx
	2002 Base Year	73	3139		
2010 2020 2030	73	1898	YES	YES	
	73	840	YES	YES	
	73	438	YES	YES	

**2007 PM2.5 Conformity Results Summary – Madera**

PM2.5 24-Hour Standard		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
	2002 Base Year	0.3	10.4		
2010 2020 2030	0.2	7.7	YES	YES	
	0.3	4.2	YES	YES	
	0.3	2.9	YES	YES	

PM2.5 Annual Standard		PM2.5 (tons/year)	NOx (tons/year)	PM2.5	NOx
	2002 Base Year	110	3796		
2010 2020 2030	73	2811	YES	YES	
	110	1533	YES	YES	
	110	1059	YES	YES	

2007 PM2.5 Conformity Results Summary – Merced

PM2.5 24-Hour Standard		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
	2002 Base Year	0.4	19.3		
2010	0.3	9.9	YES	YES	
2020	0.3	3.5	YES	YES	
2030	0.4	1.7	YES	YES	

PM2.5 Annual Standard		PM2.5 (tons/year)	NOx (tons/year)	PM2.5	NOx
	2002 Base Year	146	7045		
2010	110	3614	YES	YES	
2020	110	1278	YES	YES	
2030	146	621	YES	YES	

2007 PM2.5 Conformity Results Summary – San Joaquin

PM2.5 24-Hour Standard		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
	2002 Base Year	0.8	36.9		
2010	0.7	18.2	YES	YES	
2020	0.7	6.0	YES	YES	
2030	0.8	2.5	YES	YES	

PM2.5 Annual Standard		PM2.5 (tons/year)	NOx (tons/year)	PM2.5	NOx
	2002 Base Year	292	13469		
2010	256	6643	YES	YES	
2020	256	2190	YES	YES	
2030	292	913	YES	YES	

2007 PM2.5 Conformity Results Summary – Stanislaus

PM2.5 24-Hour Standard		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
	2002 Base Year	0.6	27.7		
2010	0.5	13.2	YES	YES	
2020	0.4	5.0	YES	YES	
2030	0.5	2.9	YES	YES	

PM2.5 Annual Standard		PM2.5 (tons/year)	NOx (tons/year)	PM2.5	NOx
	2002 Base Year	219	10111		
2010	183	4818	YES	YES	
2020	146	1825	YES	YES	
2030	183	1059	YES	YES	

2007 PM2.5 Conformity Results Summary – Tulare

PM2.5 24-Hour Standard		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
	2002 Base Year	0.6	30.0		
2010	0.5	15.9	YES	YES	
2020	0.5	6.4	YES	YES	
2030	0.5	3.3	YES	YES	

PM2.5 Annual Standard		PM2.5 (tons/year)	NOx (tons/year)	PM2.5	NOx
	2002 Base Year	219	10950		
2010	183	5804	YES	YES	
2020	183	2336	YES	YES	
2030	183	1205	YES	YES	

**APPENDIX E**

**TIMELY IMPLEMENTATION DOCUMENTATION FOR  
TRANSPORTATION CONTROL MEASURES**

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 5/06)	<u>2007 Conformity Update</u>  (as of 1/07)
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 2006/2007 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 2007/2008 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 are researching potential express services. Staff is actively participating in several committees including the Public Transportation Infrastructure Study (PTIS) and the Regional Master Plan that are evaluating regional transit services. Also, two studies are being conducted by consultants in regards to regional services and long term planning in the urbanized area. No need yet identified.	Ongoing. Fresno COG, Fresno Area Express and Clovis Transit continues to research potential express services. Staff is actively participating in several committees that are evaluating regional transit services. No need yet identified.
FR1.2	Clovis / Clovis Transit	Transit Access to Airports	Provide access to Fresno Yosemite International Airport.	Stageline services coordinates with Fresno Area Express to provide regular route service into Fresno Yosemite Airport. Roundup service also provides curb-to-curb service for senior and disabled residents from their homes to and from the airport.	Stageline services 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.
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 as warranted.
FR10.2	Clovis / Clovis Transit	Bike Racks on Buses	Include bike racks with new vehicle purchases.	All 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 funded allowed. The City will continue to install bicycle facilities with new 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. Improvements to bus stops including shelters will continue over the next fiscal years particularly if routes are expanded.
FR5.4	Coalinga	Site-Specific Transportation Control Measures	Intersection improvements through review of proposed developments.	The City of Coalinga is continuing to review the need for this measure at appropriate locations, but has not identified a specific need at this time.	The City of Coalinga continues to review site specific intersection improvements, but has not identified a need at this time.

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<u>RACM Commitment</u>	<u>Agency</u>	<u>Measure Title</u>	<u>Measure Description (not verbatim)</u>	<u>Implementation Status</u>	<u>2007 Conformity Update</u>
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.
FR-TCM1	Firebaugh	Traffic Flow Improvements	Apply for funding to create park and ride lot.	Currently in development. See Project TID table.	Currently in development. See Project TID table.
FR5.4	Fowler	Site-Specific Transportation Control Measures	Monitor traffic flows and make improvements as needed.	Vehicular traffic within the City of Fowler does not experience delays associated with geometric or traffic control configurations. Traffic flows are routinely observed and monitored during field excursions within the City. No need yet identified.	Vehicular traffic within the City of Fowler does not experience delays associated with geometric or traffic control configurations. Traffic flows continue to be 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 is in effect.
FR5.9	Fresno / Fresno Area Express	Bus Pullouts in Curbs for Passenger Loading	Provide for bus pullouts. Review the need and evaluate benefits of providing bus pullouts for major projects.	All new street construction and capital improvement projects are constructing far side or mid-block bus bays, as feasible per safety and traffic flow, per City of Fresno Public Works standards.	All new street construction and capital improvement projects continue to construct 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 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. 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.
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.	New buses include bike racks.

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>	<u>2007 Conformity Update</u>
FR10.4	Fresno / Fresno Area Express	Development of Bicycle Travel Facilities	Accommodate bicycle lanes with new or substantially expanded major street right-of-ways at the time of development.	New development is constructing on-street bike lanes. The City of Fresno has installed several miles of bike lanes in each of the recent FTIP cycles using CMAQ funds in the existing urbanized area (See Project TID table).	New development is constructing on-street bike lanes. The City of Fresno has installed several miles of bike lanes in each of the recent FTIP cycles using CMAQ funds in the existing urbanized area (See Project TID table).
FR10.5	Fresno / Fresno Area Express	Expedite Bicycle Projects from RTP	Build out bicycle projects at an accelerated rate.	New development is constructing on-street bike lanes. The City of Fresno has installed several miles of bike lanes in each of the recent FTIP cycles using CMAQ funds in the existing urbanized area (See Project TID table).	New development is constructing on-street bike lanes. The City of Fresno has installed several miles of bike lanes in each of the recent FTIP cycles using CMAQ funds in the existing urbanized area (See Project TID table).
FR10.7	Fresno / Fresno Area Express	Require inclusion of bicycle lanes on state or federally funded thoroughfare projects.	Provide adequate right-of-way for bike lanes along all major streets to the extent economically and physically feasible, including streets that are improved with Federal or State funds.	New projects are requiring bike lanes on "all" major streets, where feasible. In some instances, physical or other issues may limit the inclusion of bike lanes.	New projects are requiring bike lanes on "all" major streets, where feasible. In some instances, physical or other issues may limit the inclusion of bike lanes.
FR15.2	Fresno / Fresno Area Express	Pedestrian and Bicycle Overpasses Where Safety Dictates	Evaluate the need for pedestrian and bicycle overpasses as the need arises.	Evaluation is on-going as development proposals are received and as traffic patterns change. No need yet identified.	Evaluation is on-going as development proposals are received and as traffic patterns change. No need yet identified.
FR19.5	Fresno / Fresno Area Express	Transit Stop Improvements	On-going improvement program, including bus stops, benches, and shelters.	Fresno continues to implement on-going improvements. Given the small scale of individual projects, it would be overly burdensome to list all projects in the project table. However, FTIP Project FRE021510 includes funding for improvements.	Fresno continues to implement on-going improvements. Given the small scale of individual projects, it would be overly burdensome to list all projects in the project table. However, FTIP Project FRE021510 includes funding for improvements.
FR5.3	Kerman	Reduce Traffic Congestion at Major Intersections	Continue to monitor traffic flows and street congestion and make improvements on an as-needed basis.	See existing project for Commitment 5.2/19.25 on Project TID table.	See existing project for Commitment 5.2/19.25 on Project TID table.
FR5.4	Kerman	Site-Specific Transportation Control Measures	Continue to monitor traffic flows and street congestion and make improvements on an as-needed basis.	All development projects are required to make improvements that will conform to the city's general plan.	All development projects are required to make improvements that will conform to the city's general plan.
FR9.3	Kerman	Bicycle/Pedestrian Program	Fund high priority bicycle/pedestrian projects in countywide plans.	All new collector streets are striped for Class II bicycle lanes.	All new collector streets are striped for Class II bicycle lanes.



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<u>RACM Commitment</u>	<u>Agency</u>	<u>Measure Title</u>	<u>Measure Description (not verbatim)</u>	<u>Implementation Status</u>	<u>2007 Conformity Update</u>
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.	The city continues to evaluate the level of service for all arterials and collectors. No need yet identified.
FR9.2	Kingsburg	Encouragement of Pedestrian Travel	Promotion of pedestrian travel. Expanded network of sidewalks and crosswalks to improve pedestrian access.	See Project TID table.	See Project TID table.
FR9.5	Kingsburg	Encouragement of Bicycle Travel	Promotion of pedestrian travel. Capital improvements to increase bicycle use. Build out at an accelerated rate to achieve benefits in time for attainment deadline of 2005.	The City of Kingsburg has striped and signed all of the Class II and II bicycle lanes in our Master Plan. See Project TID table for other specific projects.	See Project TID table for 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.	Traffic flows are routinely observed and monitored during field excursions within the City. No need yet identified.
FR5.3	Parlier	Reduce Traffic Congestion at Major Intersections	Continue to monitor traffic flows and street congestion and make improvements on an as-needed basis.	The City indicated that "All intersections within the City of Parlier currently operate at acceptable levels of service. Any benefits resulting from roadway modifications would be minimal." This statement still holds true in 2006, and no additional needs have been identified. The city will continue to monitor and make improvements as necessary.	The City indicated that "All intersections within the City of Parlier currently operate at acceptable levels of service. Any benefits resulting from roadway modifications would be minimal." This statement still holds true in 2007, and no additional needs have been identified. The city will continue to monitor and make improvements as necessary.
FR5.4	Parlier	Site-Specific Transportation Control Measures	Continue to monitor traffic flows and street congestion and make improvements on an as-needed basis.	See Project TID table.	Traffic flows are routinely observed and monitored during field excursions within the City. No additional need identified.

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<u>RACM Commitment</u>	<u>Agency</u>	<u>Measure Title</u>	<u>Measure Description (not verbatim)</u>		<u>Implementation Status</u>	<u>2007 Conformity Update</u>
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.		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 additional need identified at this time.
FR5.3	Reedley	Reduce Traffic Congestion at Major Intersections	Continue to monitor congestion throughout the City and make improvements as warranted.	The City is conducting yearly traffic counts at all of its major intersections, monitoring its current level of service. The City is in the process of revising a portion of its capital improvement plan to include a traffic study of the Manning Avenue corridor and its major intersections.		The City is conducting yearly traffic counts at all of its major intersections, monitoring its current level of service. No need identified.
FR5.4	Reedley	Site-Specific Transportation Control Measures	This measure could include geometric or traffic control improvements at specific congested intersections or at other substandard locations.	The Manning Avenue traffic study mentioned in FR5.3 will include looking at alternative intersection control measures.		The City has started the study to determine what measures are needed to reduce congestion on Manning Avenue. Conclusions and recommendations should be completed in FY08.
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.
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.
FR10.7	Reedley	Require inclusion of bicycle lanes on state or federally funded thoroughfare projects.	Construction projects that involve state or federal funds shall include provisions for bicycle lanes when practical.	The City is committed to including the installation of bike lanes and the construction of bike trails whenever practical.		The City is committed to including the installation of bike lanes and the construction of bike trails whenever practical.

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FR-TCM1	Reedley	Traffic Flow Improvements	Continuously evaluate traffic conditions and plan, program, and implement projects to provide free flowing traffic.	The City is conducting yearly traffic counts at all of its major intersections, monitoring its current level of service. The City is in the process of revising a portion of its capital improvement plan to include a traffic study of the Manning Avenue corridor and its major intersections.	The City is conducting yearly traffic counts at all of its major intersections, monitoring its current level of service.
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.
FR-TCM5	Reedley	Alternative Fuels Program	Purchase of additional CNG vans.	The need to purchase more CNG vans has not arisen yet. The city transit vans are currently CNG.	The need to purchase more CNG vans has not arisen yet. The city transit vans are currently CNG.
FR19.18	Reedley	Pedestrian Facilities	Expanded network of sidewalks and crosswalks to improve pedestrian access.	The City has applied for and been awarded over ten public works projects that involve the construction of new sidewalks and either upgrade or install new crosswalks and other types of traffic control devices that aid in pedestrians crossing the major roads in the City. See Project TID table.	See Project TID Table.
FR5.4	Sanger	Site-Specific Transportation Control Measures	Continue to monitor traffic flows and street congestion and make improvements on an as-needed basis.	See existing project for Commitment FR 5.2/19.25/TCM1 in Project TID table.	Traffic signal interconnection project completed. The city continues to monitor increasing traffic flows and congestion and identify potential project opportunities.
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. Currently requiring new subdivision projects to install pedestrian trails where feasible and roadways with marked bike lanes with signage.	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.	The city continues 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.

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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 city continues to evaluate the level of service for all arterials and collectors.
FR5.4	Selma	Site-Specific Transportation Control Measures	This measure could include geometric or traffic control improvements at specific congested intersections or at other substandard locations.	Vehicular traffic within the City of Selma does not experience delays associated with geometric or traffic control configurations. Traffic flows are routinely observed and monitored during field excursions within the City. No need yet identified.		Vehicular traffic within the City of Selma does not experience delays associated with geometric or traffic control configurations. Traffic flows are routinely observed and monitored during field excursions within the City. No need yet identified.
FR9.3	Selma	Bicycle/Pedestrian Program	Fund high priority bicycle/pedestrian projects in countywide plans.	See Project TID table.		See Project TID table.
FR5.2	Fresno County	Coordinate Traffic Signal Systems	Installation of hard-wire and fiber-optic signal interconnection.	Fresno County has completed installation of hard-wire and fiber-optic signal interconnection infrastructure on all major signalized corridors under County jurisdiction in the Fresno-Clovis metro area. System operation is dependent on implementation by the City of Fresno following completion of funded FCMA backbone interconnection system, and traffic operations center.		System operation continues to depend 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.

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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 commitn	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.
FR19.5	FCRTA	Transit Stop Improvements	Continue to implement improvements as warranted.	The FCRTA continues to assess the needs for additional bus stop improvements. The Agency has budgeted its Capital Reserve funds to install Bus Stop Shelters as warranted or requested throughout its operating areas. Additional improvements will continue to installed as a further convenience to our patrons. The FCRTA remains committed to pursuing this commitment.	The FCRTA continues to assess the needs for additional bus stop improvements. The Agency has budgeted its Capital Reserve funds to install Bus Stop Shelters as warranted or requested throughout its operating areas. Additional improvements will continue to be installed as a further convenience to our patrons. The FCRTA remains committed to pursuing this commitment.

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2									(as of 5/06)	(as of 1/07)
3										
4	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
5						2002	FRE020649	To Support the Existing Freeway Service Patrol Along Segments of State Routes 41, 99, and 180 (Three Current Beats)	Complete	Complete
6										
7	FR5/FR5.4	Clovis	Traffic Flow Improvements;	in progress	not specified			Willow-Shaw Intersection	Complete	Complete
8			Site Specific TCMs					Willow-Ashlan Intersection	Complete	Complete
9								Willow-Bullard Intersection	Construction expected to begin in 2006.	Delays due to ROW issues. This project is in discussion to be completed in conjunction with surrounding local developments; construction scheduled to begin in 2008.
10								Willow-Barstow Intersection	Complete	Complete
11								Willow-Herndon Intersection	Complete	Complete
12								Bicycle Improvement: Southern Pacific Railroad, between Alluvial-S/O Dakota	Complete	Complete
13								Bicycle Improvement: Villa, between Clovis-Southern Pacific Railroad	Complete	Complete
14								Bicycle Improvement: Sierra, between Willow-Clovis	Complete	Complete
15								Bicycle Improvement: Willow, Bullard-Sierra	Complete	Complete
16								Bicycle Improvement: Fowler, N/O Dakota-Shaw	Complete	Complete
17								Bicycle Improvement: Armstrong, between Tollhouse-Bullard	Complete	Complete
18										Complete
19	FR18-TCM1-TCM4	Clovis	Twenty projects	not specified	CMAQ & TEA					Complete
20										Complete
21			Shaw Signal Interconnect, Clovis-Temperance			1996/1998	NO ID NUMBER	Traffic signal interconnection along Shaw (Clovis-Temperance)	Complete	Complete

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22			Herndon Interconnect, Willow-Tollhouse			1996/1998	NO ID NUMBER	Traffic signal interconnection along Herndon (Willow-Tollhouse)	Complete	Complete
23			Villa Interconnect, Bullard-Shaw			2000	FRE000104	Traffic Signal Interconnection along Villa Avenue (Bullard-Shaw)	Complete	Complete
24			Ashlan Interconnect, Clovis-Winery			2000	FRE000101	Traffic Signal Interconnection along Ashlan Avenue (Clovis-Winery)	Complete	Complete
25			Fowler Interconnect, Ashlan-Barstow			2000	FRE000109	Traffic Signal Interconnection along Fowler Avenue (Ashlan-Barstow)	Complete	Complete
26			Clovis Traffic Management Center			2000	FRE000105	Construction of Traffic Management Center at Clovis City Hall Facility	Complete	Complete
27			Clovis-Alluvial Traffic Signal			2000	FRE00106	Install Traffic Signal at Clovis and Alluvial Avenues	Complete	Complete
28			Clovis-Sierra Traffic Signal			2000	FRE000165	New Signals at the Intersection of Clovis Avenue and Sierra Avenue	Complete	Complete
29			Clovis Old Town Trail, Dayton-Willow			2000	FRE001805	Union Pacific's Clovis Branchline/Pinedale Spurline Railroad	Complete	Complete
30			Dry Creek Trail Terminus, Minnewawa			2000	FRE001801	Corridor Trail Landscaping Project	Complete	Complete
31			Dry Creek Trail, Alluvial-Nees			2000/2002	FRE001802/FRE021801	Dry Creek Trail Bicycle, Pedestrian & Landscaping Project Phase II (Alluvial to Nees)	Complete	Complete
32			Treasure Ingmire Park Rest Stop			2000	FRE001803	Old Town Trail at Treasure Ingmire Park Rest Stop Project	Complete	Complete
33			Grade Crossings							
34			Herndon			2000	FRE00102	Construction of Grade Crossings Along Old Town Trail at Herndon and Villa	Complete	Complete
35			Villa			2000	FRE00102	Construction of Grade Crossings Along Old Town Trail at Herndon and Villa	Complete	Complete
36			Nees			2000	FRE000112	Construction of Grade Crossings Along Old Town Trail at Willow and Nees Avenues	Complete	Complete
37			Willow			2000	FRE000112	Construction of Grade Crossings Along Old Town Trail at Willow and Nees Avenues	Complete	Complete
38			Ashlan Bicycle Lane			2000	FRE000107	Construct Bicycle Lane on Ashlan Avenue (Winery to Minnewawa Ave.)	Complete	Complete
39			Shaw-Temperance Traffic Signal			1996/1998	NO ID NUMBER	Install actuated traffic signal & transitional pavement at & adjacent to Shaw & Temperance Ave.	Complete	Complete
40			Clovis Civic Center Bicycle Lockers			1996	NO ID NUMBER	Install bicycle lockers at the Clovis Civic Center	Complete	Complete

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41			Installation of Bus Shelters			2000	FRE000110	Install Five Transit Bus Shelters at Various Locations	Complete	Complete
42										
43	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. Project included in 2004 TIP for funding reimbursement.	Reimbursement no longer required. Complete.
44										
45	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.)	Due to local development in this area, Coalinga is now requiring the developer to construct the bike path as part of their design. Project is no longer included in the TIP.	Complete
46										
47			Bicycle and Pedestrian Programs	implemented and ongoing	CMAQ, TEA			Bikeway: Monterey Ave. from Los Gatos Creek to Washington Street	Delay due to processing final design. Recently received Caltrans approval. Construction scheduled to be complete by the end of 2006.	Currently in construction phase. Scheduled to be complete by end of 2007.
48								Bikeway: Cambridge Avenue from SR 33/Elm Avenue to Monterey Avenue	Design in review. Construction scheduled for 2006.	Complete
49								Bikeway: Polk Street from Monterey Avenue to Merced Ave.	Recently completed design. Construction scheduled to begin in late 2006.	New development may impact final design. Construction scheduled to begin in 2007/2008.
50										
51	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
52										
53	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
54										
55	FR 5.1/5.2/TCM1	Fresno	Nine projects	underway	\$13 M CMAQ					
56										
57			FCMA Signal Synchronization (Phase I, II, and III)			1996 - 2002	FRE020118	FCMA Signal Synchronization Project Implementation All Phases	Fresno will need to rebid project in early 2006 due to insufficient responses to initial bid. Construction expected to begin in late 2006.	Construction initiated; completion expected by the end of 2007.
58			Shaw & Blackstone			2000	FRE000117	Traffic Signal Improvements to Include Dual-Left Turn Phasing & Signal Appurtenances (Shaw and Blackstone Avenues)	Complete	Complete
59			Shaw & Fresno			2000/2002	FRE020116	Traffic signal improvements to Include Dual-Left Turn Phasing & Signal Appurtenances (Shaw and Fresno Avenues)	Complete	Complete



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60			Shaw & First			2004	FRE020117	Traffic Signal Improvements to Include Dual-Left Turn Phasing & Signal Appurtenances at Intersection of Shaw Avenue and First Street	Delays in design and approval. Construction expected to be complete in 2006.	Complete
61			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. Construction expected to be complete in 2006.	Delays in design and approval. Design to be completed in early 2007. Construction expected to begin in late 2007.
62			First & Tulare			2004	FRE020120	At Intersection of First Street and Tulare Avenue; Install Traffic Flow Improvements Including Dual Left-Turn Lanes & Intersection Improvements	Currently under construction. Scheduled for completion by the end of 2006.	Complete
63			Shaw & West			2000/2002	FRE020121	Traffic Flow Improvements Including Dual Left-Turn Lanes & Intersection Improvements	Currently under construction. Construction expected to be complete in 2006.	Complete
64			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. Construction scheduled for to begin in the first quarter of 2007.	Delays due to coordination and ROW acquisition. Design to be completed in summer 2007. Construction expected to begin in late 2007.
65			Cedar & Shaw			2000/2002	FRE020123	Traffic Flow Improvements Including Installation of Dual NB and SB Lanes & Separate Right Turn Lanes	Construction currently scheduled to begin in third quarter of 2006.	Delays due to ROW. Construction currently scheduled to begin in late 2007.
66			Fresno & Sierra			2004	FRE040620	Fresno Ave. at Sierra Ave. Additional turning lane and light turn phasing.	In ROW acquisition. Construction expected to begin in fourth quarter of 2006.	Construction expected to be complete in 2007.
67			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
68			Marks & Weber			2004	FRE020127	At Marks and Weber Avenue Intersection; Install Traffic Flow Improvements Including Ultimate Build of Intersection & New Traffic Signal	Delays due to ROW acquisition (currently underway). Construction expected to begin in the fourth quarter of 2006.	Delays due to ROW acquisition. Design to be complete in 2007. Construction expected to be complete in late 2007 or early 2008.
69			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 due to ROW acquisition (now complete). Construction expected to begin in the summer of 2006.	Construction expected to be complete in late 2007.

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70			Herdon, 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	Most construction complete. Contractor recently defaulted on the project, and the city is working with the bonding agency to complete the remainder of the project by the end of 2006.	Complete
71										
72	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	Projects currently in design. Some construction scheduled for late 2006, while other projects will continue construction in 2007.	Scheduled for completion by the end of 2007.
73										
74	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					
75						2002/2004	FRE020135	Install Traffic Signals on Lassen Ave. (SR 269) (4th and 9th Street intersections)	Project completion requested by Huron. This is a state route and construction will be done by Caltrans. Construction currently expected to begin in 2006.	Delays due to engineering and final design. Construction expected to begin in 2007.
76			SR269 Improvements			2002	FRE021001	SHOPP Lump-Sum Account Non-Capacity Increasing Projects: (Safety; Roadway/Roadside Rehab.; Damage Restoration; Operations & SHOPP TEA)	Complete	Complete
77										
78	FR 9.2/9.3/9.5/10.4/10.5/10.6/TCM4/19.18	Huron	Pedestrian improvements for L Street and SR 269	not specified	TEA	2000	FRE001811	"L" Street Landscaped Bike & Pedestrian Pathway	Complete	Complete
79										
80	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.	Project expected to bid in May 2006. Construction will be complete by early 2007.	Construction in process. Complete in 2007.
81										
82	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)	Delays due to Caltrans permit and approval. Construction now expected to occur in 2006.	Complete
83								On 18th Avenue N/O Sierra Street; Provide a Right and Left-Turn Pocket at High School Access Approach	Continuing to pursue Caltrans permit and approval. Construction now expected to begin in 2006.	Complete
84										

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85	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	Delays due to environmental approval (currently pending). ROW acquisition scheduled for 2005/2006.	Funds have been obligated. Currently processing ROW. Scheduled for completion in 2007.
86										
87	FR5.2/FR19.25	Parlier	Coordinate Traffic Signal Systems	2002/2003	not specified			Signal timing and coordination of Manning Avenue	Adjustments have been made to the timing of certain traffic signals on Manning Avenue to increase the percentage of green time. The city of Parlier continues to review the need for improvements, but has determined that coordination of the remaining signals is not warranted at this time. The city of Parlier will include timing and coordination updates for new signals installed along Manning Avenue.	Complete
88										
89	FR 9.3/10.4/10.5/10.7/TCM4/19.18	Parlier	two bicycle projects	2003	partial CMAQ					
90			Parlier (Mendocino to Madsen)			2000	FRE000626	Reconstruct, Widen and Install Curb, Gutter, and Sidewalk on Parlier Ave. (Mendocino Ave. to Newmark Ave.)	Complete	Complete
91			Parlier			2000/2002	FRE020144	Construct Bicycle Facility Along E. Parlier Avenue (Madsen to Newmark Avenue)	Complete	Complete
92										
93			Bicycle/Pedestrian Program	2002-2003	potential sources identified, including CMAQ			Zediker Ave Sidewalks from Stanislaus St. to Fresno St.	Complete	Complete
94								Construct curb access ramps at various locations	On going with TDA funds	On going with TDA funds
95								4th Street sidewalk between Fig St. and East End	Complete	Complete
96								I St. sidewalk between 4th St. and 3rd St.	Complete	Complete
97								Repair broken Sidewalk at various locations	On going with TDA funds	On going with TDA funds
98								Install traffic signal @ Parlier Ave. and Madsen Ave.	Complete	Complete
99								bike lanes E. Parlier Ave. between Newmark Ave. and Madsen Ave.	Complete	Complete
100										

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	A	B	C	D	E	F	G	H	I	J
1	<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>	<u>2007 Conformity Update</u>
101	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
102										
103	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
104										
105	FR 9.3	Reedley	Construct portion of downtown rail-trail and design of two extensions	in process	partial CMAQ	2000/2002	FRE000132/FRE020147	Construct Bicycle Path/Pedestrian Trail Along Railbanked Tulare Valley Railroad Corridor - Phase II (Dinuba to Buttonwillow)	Complete	Complete
106						2002/2004	FRE021808	Acquire Right-Of-Way and Construct Bicycle/Pedestrian Trail Adjacent Existing Union Pacific Railroad Tracks (Manning Avenue to Kings River)	Reedley recently received Caltrans approval and is preparing to request bids for the project. Construction expected to begin in 2006.	Project was delayed due to ROW issues. These issues have been resolved and construction should begin early summer 2007.
107										
108	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
109										
110	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
111										
112	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)	Software has been installed. Project complete.	Complete
113										
114	FR5.3	Sanger	Reduce Traffic Congestion at Major Intersections	2003-2005	RSTP and Local			Bethel Ave. between 9th St. and Jenni Ave.	This has been identified as a capacity increasing project (additional travel lanes) that should not be considered applicable per the conformity rule.	Complete
115								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.

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116										
117	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.
118								Bethel Ave. sidewalks between Jensen and Jenni Ave.	Construction scheduled for 2006 as part of project on row 114.	Complete
119								Annadale Ave. sidewalks between Academy and Newmark	Complete	Complete
120								9th St. sidewalks between Bethel Ave. and Cottle	Complete	Complete
121										
122	FR 5.2/19.25	Selma	Traffic Signal Interconnect System	not specified	CMAQ	2002	FRE020152	Install Traffic Signals and Provide Interconnection	Complete	Complete
123										
124	FR 5.3	Selma	Four signal projects	not specified	CMAQ					
125			Rose/McCall			2002	FRE020152	Install Traffic Signals and Provide Interconnection	Complete	Complete
126			Thompson/Whitson			2002	FRE020152	Install Traffic Signals and Provide Interconnection	Complete	Complete
127			Thompson/Dinuba			2000	FRE000138	Install Traffic Signal at Intersection of Thompson & Dinuba Avenues	Complete	Complete
128			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
129										
130	FR 19.18	Selma	Four pedestrian projects	not specified	not specified					
131			Highland Avenue			2000	FRE000635	Improvements to Highland/Gonzales Parkway & signalization of Golden St. State Boulevard/Highland Avenue Intersection - Phase II	Complete	Complete
132			Rose			2000	FRE000638	Reconstruct/Repave With AC Overlay on Rose Ave. (McCall Ave. to Country Club Lane)	Complete	Complete
133			Second			2001	FRE000640	Various AC Overlays on Eligible Routes	Complete	Complete
134			McCall			2001	FRE000637	AC Overlay With Fabric Underlayment (Arrants Street to Dinuba Avenue)	Complete	Complete
135										
136	FR5.3	Fresno County	Reduce Traffic Congestion at Major Intersections	not specified	not specified			Signal @SR 145 and Belmont Ave.	Complete	Complete
137								Signal @ SR 41 and Mt. Whitney Ave.	Complete	Complete
138								Grade separation on Chestnut Ave @ Golden State Blvd/UPRR crossing	Complete	Complete
139										

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140	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
141										
142										
143	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
144								Bikeways on Auberry Road between MP2 and MP4 and at Friant-Kern Canal	Delays due to environmental (now approved). Construction scheduled to begin in 2006.	Delays due to environmental issues. Final design complete. Currently developing ad and bid award. Construction scheduled to begin in July 2007.
145								Bikeway Friant Rd, Millbrook to North Fork Rd	Construction scheduled to begin in summer of 2006.	Delays due to bikeway construction part of larger road project. Construction from Willow to Bugg scheduled in March 2007, construction for Millbrook to Willow and Bugg to North Fork Rd scheduled for late 2007.
146								Bikeway on Millerton Rd from Park entrance to Sky Harbor Rd.	Pending approval of design and environmental. Construction tentatively scheduled to be complete in 2007.	Delays due to environmental issues (currently pending environmental approval). Construction scheduled to begin in 2008.
147	FR19.18	Fresno County	Pedestrian Facilities	2002	CDBG, TDA, Safe Routes to Schools			Selma W. Front Street Improvements	Complete	Complete
148								Kerman Kearney Plaza Improvements	Complete	Complete
149								Parlier Sidewalk Improvements @ Zediker Ave.	Complete	Complete
150								Parlier Third Street Improvements	Complete	Complete
151								Reedley East Area Street Drainage/Sidewalk Improvements	Complete	Complete
152								Tranquility Curb/Gutter/Sidewalk & Street Reconstruction Phase V	Complete	Complete
153								Del Ray Sidewalk/Curb & Gutter Reconstruction	Complete	Complete
154										

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155										
156	<b>ADDITIONAL PROJECTS IDENTIFIED</b>									
157										
158	FR9.2	Coalinga	Encouragement of Pedestrian Travel					Cambridge Avenue – New sidewalk installed from Elm Ave to Joaquin Street.	Complete.	Complete
159								Sunset Avenue – New sidewalk installed from Van Ness to Cambridge Ave.	Complete.	Complete
160					CDBG			Valley Street – New sidewalk is proposed from Louisiana Street to Hachman Street.	Scheduled for completion in 2007.	Scheduled for completion by end of 2007.
161										
162	FR-TCM1	Firebaugh	Traffic Flow Improvements		CMAQ	2007	FRE040105	Construct Park and Ride lot.	Scheduled for construction in 2006/2007.	Scheduled for construction by end of 2007.
163										
164	FR-TCM1	Fowler	Traffic Flow Improvements			2007	FRE040602	Interconnection of traffic signals at the intersections of Manning Ave./Golden State Blvd. and Manning Ave./Vineyard Pl.	Scheduled for construction in FY 2007/2008	Scheduled for construction in FY 2007/2008.
165										
166	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.	Construction scheduled for 2006.	C Street Project - Complete; Fruit Avenue - Scheduled for completion in September 2007; H Street - Scheduled for completion in June 2007; First Street - Scheduled for completion in Fall 2007.
167										
168	FR9.2	Kingsburg	Encouragement of Pedestrian Travel			2007	FRE040113	Construct sidewalks along 10th Ave. (Academy Ave.) from Sierra Street to Stroud Ave.	PE scheduled for 06/07. Construction scheduled for 08/09.	PE in progress. Construction scheduled for 2008/2009.
169										
170	FR9.5	Kingsburg	Encouragement of Bicycle Travel			2007	FRE040112	Construct Class I bike path along Golden State Blvd from Bethel Ave to Laurel St. Will be located between existing eastern edge of shoulder and UPRR tracks.	Construction scheduled for 2007.	Construction scheduled to begin in Fall 2007.
171										

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	<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>	<u>2007 Conformity Update</u>
1 172 173	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).	Construction scheduled for completion in 2006.	Complete.
174 175	FR5.4	Parlier	Site-Specific Transportation Control Measures					Modify the traffic signal at the intersection of Manning Ave. and Mendocino Ave. to provide for north- and southbound protected left turn phasing.	Complete.	Complete
176 177	FR9.2/10.4/10.5/10.7/TCM-4	Reedley	Various Bicycle and Pedestrian		TE			Reedley Phase IV - Rails to Trails. Class I trail from Manning to Kings River along the San Joaquin Valley Railroad Corridor.	Complete by end of 2006.	Delays due to ROW acquisition. Completion expected by end of 2007.
178 179	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.	PE in 2005/2006. ROW 2006/2007. Construction 2007/2008.	Delays due to environmental issues. PE in 2006/2007. ROW and Construction expected to begin in 2007/2008.
180 181	FR9.3	Selma	Bicycle/Pedestrian Program					Constructed Shoulders and made pedestrian improvements along McCall Avenue from Floral Avenue to Arrants Street.	Complete.	Complete
182 183	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
184	FR10.7A	Fresno County	Require Inclusion of Paved Shoulders Adequate for Bicycle Use on State or Federally Funded Reconstruction or Widening of Federal Major Collectors or Greater					Install on Academy Avenue from SR 180 to Shaw; Rose Avenue from Amber to Lac Jac; McCall Avenue from Jensen to SR 180; Jayne Avenue from Sacramento Alignment to Sutter; Crawford Avenue from Floral to Manning.	Complete.	Complete



**APPENDIX G**

**RESPONSE TO PUBLIC COMMENTS**

All 8 MPOs in the San Joaquin Valley nonattainment area had a 45-day public review period and conducted a public hearing on their own Draft 2007 RTP, TIP Amendment, EIR, and corresponding Conformity Analyses.

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

**General Comments:**

COMMENT FROM BOB O’LOUGHLIN, FHWA  
(via e-mail, dated April 6, 2007)

Comment: The documentation and description of the conformity requirements is very well written and easy to read. The use of the Conformity Checklist is very helpful as well. The SJV COGs and Cari Anderson should be commended for the coordination and cooperation that went into the conformity analyses.

Response: Thank you.

Comment: Please check all of the boilerplate language to be sure that the TIP Amendment number is inserted where indicated.

Response: Each MPO has conducted a search for “amendment” and inserted the appropriate number where indicated.

Comment: Please indicate the units for the two tables, “On-Road Motor Vehicle PM-10 Emissions Budgets” and “On-Road Motor Vehicle PM 2.5 Emissions Budgets”.

Response: Table 1-3 should reflect units of tons/day. Table 1-4 should reflect units of tons/day for the 24-Hour standard and tons/year for the Annual standard.

**Table 1-3  
On-Road Motor Vehicle PM-10 Emissions Budgets**

County	2008		2010	
	PM-10 <u>(tons/day)</u>	NOx <u>(tons/day)</u>	PM-10 <u>(tons/day)</u>	NOx <u>(tons/day)</u>

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

County	2002 24-Hour		2002 Annual	
	PM2.5 <u>(tons/day)</u>	NOx <u>(tons/day)</u>	PM2.5 <u>(tons/year)</u>	NOx <u>(tons/year)</u>

**Specific Comments:**

COMMENT FROM BOB O’LOUGHLIN, FHWA  
(via e-mail, dated April 6, 2007)

Comment: Table 6-1 on page 47 and the PM-10 Table in Appendix C: The PM-10 tables should read “2010 Adjusted Budget” where the comparison is being made to the 2020 emissions.

Response: Comment noted. Table 6-1 and Appendix C have been updated accordingly.

COMMENT FROM LAUREN DAWSON, SAN JOAQUIN VALLEY AIR POLLUTION CONTROL DISTRICT  
(via letter, dated April 24, 2007)

Comment: 1. Page 1 – Last paragraph: “Currently, the San Joaquin Valley...is designated as **nonattainment areas...carbon monoxide (CO)**” The attainment status for the San Joaquin Valley would more accurately be referred to as having a maintenance designation for CO for urbanized/metropolitan areas in Kern, Fresno, Stanislaus and San Joaquin counties. Same comment-Page 9-- Third paragraph: “...currently designated as nonattainment for...carbon monoxide (CO)...”

Response: The following changes have been made to pages 1 and 9, respectively:

The conformity rule 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 is designated as nonattainment areas with respect to federal air quality standards for ozone and particulate matter under ten and 2.5 microns in diameter (PM-10 and PM2.5); and has 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 **[INSERT COUNTY]** area must satisfy the requirements of the federal transportation conformity rule.

Deleted: (or portions thereof)  
Deleted: three criteria pollutants, carbon monoxide (CO),  
Deleted: .

The San Joaquin Valley is currently designated as nonattainment for the National Ambient Air Quality Standards (NAAQS) for 8-hour ozone, and particulate matter under ten and 2.5 microns in diameter (PM-10 and PM2.5); and maintenance for carbon monoxide (CO) for the urbanized/metropolitan areas of Kern, Fresno, Stanislaus and San Joaquin Counties.

Deleted: carbon monoxide (CO),

Comment: 2. References to the San Joaquin Valley Unified Air Pollution Control District are made a number of times using a variety of names. For consistency, clarity and accuracy please refer to the District as San Joaquin Valley Unified Air Pollution Control District (SJVUAPCD) in the first occurrence and use the acronym in subsequent references.

Response: The following change has been made to the Executive Summary, followed by use of the acronym throughout the remainder of the document.

On-going interagency consultation is conducted through the San Joaquin Valley Model Coordinating Committee to ensure Valley-wide coordination, communication and compliance with Federal and State Clean Air Act requirements. Each of the eight Valley Transportation Planning Agencies (TPAs) and the San Joaquin Valley Unified Air Pollution Control District (SJVUAPCD) in are represented. The Federal Highway Administration, Federal Transit Administration, the Environmental Protection Agency, the California Air Resources Board and Caltrans are also represented on the committee. The final determination of conformity for the TIP and RTP is the responsibility of the Federal Highway Administration and the Federal Transit Administration.

Deleted: Air Pollution Control District

Comment: 3. Page 2--Under CONFORMITY TESTS: “The conformity tests specified in the ...and, (2) the emissions reduction test”- the correct term is interim emissions tests. Also later in the paragraph, “If there is no approved air quality plan...the emission reduction test applies” replace with interim emissions test. Page 40 – First paragraph: “The principal requirements of the federal...or an emissions reduction test” replace with interim emissions test.

Response: It is acknowledged that the terminology was revised in the 2004 version of the rule; however, it is important to note that the test itself has remained since the first conformity rule issued in 1993. The following changes have been made to pages 2 and 40, respectively:

The conformity tests specified in the federal transportation conformity rule are: (1) the emissions budget test, and (2) the interim emissions 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 emissions test applies. Chapter 1 summarizes the applicable air quality implementation plans and conformity tests for carbon monoxide, ozone, PM-10, and PM2.5.

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The principal requirements of the federal transportation conformity rule 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 emissions 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

Deleted: reduction

Administration and the Federal Transit Administration.

Comment: 4. Page 9 - I suggest the addition of the following underlined sections: “State Implementation Plans have been prepared to address carbon monoxide (maintenance plan) for the Bakersfield Metropolitan Area, the Fresno, Modesto, and Stockton Urbanized Areas, 1-hour Ozone, and PM10. State Implementation Plans are being prepared for 8-hour Ozone (due to EPA 6/15/07) and PM2.5 (due to EPA 4/5/08).”

Response: The text was modified to clarify CO maintenance status per previous comment. The following additional modification has been made as well.

The San Joaquin Valley is designated a serious nonattainment area for the new 8-hour ozone standard with an attainment deadline of 2013. It is important to note that the nonattainment area boundary is the same as the previous 1-hour ozone nonattainment boundary and includes eight counties/MPOs. EPA also designated the San Joaquin Valley as nonattainment for the new PM2.5 standards. State Implementation Plans for the 8-hour ozone and PM2.5 standards are currently due to EPA June 15, 2007 and April 5, 2008, respectively.

Deleted: have not yet been developed to address the new

Comment: 5. Page 9 – The term “designated” is used to define the attainment status, the term “classified” is used to describe the relative severity of the pollution. I suggest making the following changes for accuracy: “The San Joaquin Valley is designated ~~classified~~ (delete designated) a serious nonattainment area for the new 8-hour ozone... delete NEW. Same paragraph, “EPA also designated the San Joaquin Valley as nonattainment for the new PM2.5 standards.” Replace **NEW with 1997** (there are also 2006 PM2.5 standards) *State Implementation Plans for 8-hour ozone and PM2.5 standards are being prepared. The 8-hour ozone plan is due to EPA June 15, 2007. The PM2.5 plan is due to EPA April 5, 2008.* Page 11—First paragraph: “The San Joaquin Valley is currently designated as an Extreme...” replace designated with classified.

Response: The following text modifications have been made to pages 9 and 11, respectively:

The San Joaquin Valley is classified a serious nonattainment area for the 8-hour ozone standard with an attainment deadline of 2013. It is important to note that the nonattainment area boundary is the same as the previous 1-hour ozone nonattainment boundary and includes eight counties/MPOs. EPA also designated the San Joaquin Valley as nonattainment for the 1997 PM2.5 standards. State Implementation Plans for the 8-hour ozone and PM2.5 standards are currently due to EPA June 15, 2007 and April 5, 2008, respectively.

Deleted: designated

Deleted: new

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The applicable scenario in the Conformity Rule for the San Joaquin Valley is Scenario 1: Areas where the 8-hour ozone area boundary is exactly the same as the 1-hour ozone boundary. The San Joaquin Valley (SJV) was previously classified as an Extreme nonattainment area for the 1-hour ozone standard. The SJV has also been classified as a Serious nonattainment area for the 8-hour ozone standard. It is important to note that the nonattainment area boundary is the same for both standards and contains eight counties/MPOs.

Deleted: is currently

Deleted: designated

Deleted: designated

Comment: 6. Page 12 – Table 1-3: I suggest **adding** the units i.e., **tons/day**. Also page 14 - Table 1-4 needs to have units added e.g., **tons/day and tons/year**

Response: This comment was already addressed per FHWA request.

Comment: 7. Page 16 – Chapter 2- *Latest Planning Assumptions and Transportation Modeling* and Table 2-1 should reflect and be consistent with the *Transportation Model and Latest Planning Assumptions Summary* chart data transmitted 10/19/06 to the SJV Model Coordinating Committee.

Response: Clarification has been added to Chapter 2 to be consistent with the summary chart previously transmitted to the Model Coordinating Committee (MCC).

Comment: The San Joaquin Valley Unified Air Pollution Control District concludes that this draft Conformity Analysis meets the requirements of the Federal Transportation Conformity Rule.

Response: Thank you.