FRESNO COUNCIL OF GOVERNMENTS

CONFORMITY ANALYSIS FOR THE 2015 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM AND 2014 REGIONAL TRANSPORTATION PLAN

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EXECUTIVE SUMMARY

This report presents the Conformity Analysis for the 2015 Federal Transportation Improvement Program (FTIP) and the 2014 Regional Transportation Plan. The FRESNO COUNCIL OF GOVERNMENTS is the designated Metropolitan Planning Organization (MPO) in Fresno County, California, and is responsible for regional transportation planning.

The Clean Air Act Section 176(c) (42 U.S.C. 7506(c)) and U.S. Environmental Protection Agency (EPA) transportation conformity regulations (40 CFR 93 Subpart A) require that each new RTP and TIP be demonstrated to conform to the State Implementation Plan (SIP) before the RTP and TIP are approved by the MPO or accepted by the U.S. Department of Transportation (DOT). This analysis demonstrates that the criteria specified in the transportation conformity regulations for a conformity determination are satisfied by the 2015 FTIP and 2014 RTP; a finding of conformity is therefore supported. The 2015 FTIP and 2014 RTP and corresponding Conformity Analysis were approved by the FRESNO COUNCIL OF GOVERNMENTS Policy Board on June 26, 2014 FHWA/FTA last issued a finding of conformity for the 2013 TIP and 2011 RTP, including amendments, on July 8, 2013.

The 2015 TIP and 2014 RTP have been financially constrained in accordance with the requirements of 40 CFR 93.108 and consistent with the U.S. DOT metropolitan planning regulations (23 CFR Part 450). A discussion of financial constraint and funding sources is included in the appropriate documents.

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

CONFORMITY REQUIREMENTS

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

The conformity regulation applies nationwide to “all nonattainment and maintenance areas for transportation-related criteria pollutants for which the area is designated nonattainment or has a maintenance plan” (40 CFR 93.102). Currently, the San Joaquin Valley (or portions thereof) is designated as nonattainment with respect to Federal air quality standards for ozone, and particulate matter under 2.5 microns in diameter (PM2.5); and has a maintenance plan for particulate matter under 10 microns in diameter (PM-10), as well as a maintenance plan for carbon monoxide (CO) for the urbanized/metropolitan areas of Kern, Fresno, Stanislaus and San

Joaquin Counties. Therefore, transportation plans and programs for the nonattainment areas for the Fresno County area must satisfy the requirements of the Federal transportation conformity regulation.

Under the transportation conformity regulation, the principal criteria for a determination of conformity for transportation plans and programs are:

(1) the TIP and RTP must pass an emissions budget test using a budget that has been found to be adequate by EPA for transportation conformity purposes, or an interim emission test;

(2) the latest planning assumptions and emission models specified for use in conformity determinations must be employed;

(3) the TIP and RTP must provide for the timely implementation of transportation control measures (TCMs) specified in the applicable air quality implementation plans; and

(4) interagency and public consultation.

On-going interagency consultation is conducted through the San Joaquin Valley Interagency Consultation Group to ensure Valley-wide coordination, communication and compliance with Federal and California Clean Air Act requirements. Each of the eight Valley MPOs and the San Joaquin Valley Unified Air Pollution Control District (Air District) are represented. The Federal Highway Administration (FHWA), Federal Transit Administration (FTA), the U.S. EPA, the California Air Resources Board (CARB) and Caltrans are also represented on the committee. The final determination of conformity for the TIP and RTP is the responsibility of FHWA, and FTA within the U.S. DOT.

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

CONFORMITY TESTS

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

RESULTS OF THE CONFORMITY ANALYSIS

A regional emissions analysis was conducted for the years 2014, 2017, 2018 (via interpolation), 2020, 2023, 2025, 2032, 2035 and 2040 for each applicable pollutant. All analyses were

conducted using the latest planning assumptions and emissions models. The major conclusions of the FRESNO COUNCIL OF GOVERNMENTS Conformity Analysis are:

- For carbon monoxide, the total regional on-road vehicle-related emissions associated with implementation of the 2015 FTIP and the 2014 RTP for the analysis years are projected to be less than the approved emissions budget established in the *2004 Revision to the California State Implementation Plan for Carbon Monoxide*. The applicable conformity test for carbon monoxide is therefore satisfied.
- For ozone, the total regional on-road vehicle-related emissions (ROG and NOx) associated with implementation of the 2015 FTIP and the 2014 RTP for all years tested are projected to be less than the approved emissions budgets specified in the *2007 Ozone Plan (as revised in 2011)*. The conformity tests for ozone are therefore satisfied.
- For PM-10, the total regional vehicle-related emissions (PM-10 and NOx) associated with implementation of the 2015 FTIP and the 2014 RTP for all years tested are either (1) projected to be less than the approved emissions budgets, or (2) less than the emission budgets using the approved PM-10 and NOx trading mechanism for transportation conformity purposes from the *2007 PM-10 Maintenance Plan*. The conformity tests for PM-10 are therefore satisfied.
- For PM2.5, the total regional on-road vehicle-related emissions associated with implementation of the 2015 FTIP and the 2014 RTP for the analysis years are either (1) projected to be less than the approved emission budgets, or (2) less than the emission budgets using the approved PM2.5 and NOx trading mechanism for transportation conformity purposes from the *2008 PM2.5 Plan (as revised in 2011)*. The conformity tests for PM2.5 for both the 1997 and 2006 standards are therefore satisfied.
- The 2015 FTIP and the 2014 RTP will not impede and will support timely implementation of the TCMs that have been adopted as part of applicable air quality implementation plans. The current status of TCM implementation is documented in Chapter 4 of this report. Since the local SJV procedures (e.g., Air District Rule 9120 Transportation Conformity) have not been approved by EPA, consultation has been conducted in accordance with Federal requirements.

REPORT ORGANIZATION

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

Appendix E includes public meeting documentation conducted on the 2015 FTIP and 2014 RTP and corresponding Conformity Analysis on June 26, 2014 Comments received on the conformity analysis and responses made as part of the public involvement process are included in Appendix F.

CHAPTER 1:
FEDERAL AND STATE REGULATORY REQUIREMENTS

The criteria for determining conformity of transportation programs and plans under the Federal transportation conformity regulation (40 CFR Parts 51 and 93) and the applicable conformity tests for the San Joaquin Valley nonattainment areas are summarized in this section. The Conformity Analysis for the 2015 Federal Transportation Improvement Program (TIP) and the 2014 Regional Transportation Plan (RTP) was prepared based on these criteria and tests. Presented first is a review of the development of the applicable conformity regulation and guidance procedures, followed by summaries of conformity regulation requirements, air quality designation status, conformity test requirements, and analysis years for the Conformity Analysis.

FRESNO COUNCIL OF GOVERNMENTS is the designated Metropolitan Planning Organization (MPO) for Fresno County in the San Joaquin Valley. As a result of this designation, FRESNO COUNCIL OF GOVERNMENTS prepares the TIP, RTP, and associated conformity analyses. The TIP serves as a detailed four year (FFY 2014/15 – 2017/18) programming document for the preservation, expansion, and management of the transportation system. The 2014 RTP has a 2040 horizon that provides the long term direction for the continued implementation of the freeway/expressway plan, as well as improvements to arterial streets, transit, and travel demand management programs. The TIP and RTP include capacity enhancements to the freeway/expressway system commensurate with available funding.

A. FEDERAL AND STATE CONFORMITY REGULATIONS

CLEAN AIR ACT AMENDMENTS

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

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

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

FEDERAL RULE

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

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

On March 14, 2012, EPA published the Transportation Conformity Rule Restructuring Amendments, effective April 13, 2012 (EPA, 2012). The amendments restructure several sections of the rule so that they apply to any new or revised National Ambient Air Quality Standards. In addition, several clarifications to improve implementation of the rule were finalized.

MULTI-JURISDICTIONAL GUIDANCE

EPA reissued Guidance for Transportation Conformity Implementation in Multi-Jurisdictional Nonattainment and Maintenance Areas in July 2012. This guidance updates and supersedes the July 2004 “multi-jurisdictional” guidance (EPA, 2004a), but does not change the substance of the guidance on how nonattainment areas with multiple agencies should conduct conformity determinations. This guidance applies to the San Joaquin Valley since there are multiple MPOs within a single nonattainment area. The main principle of the guidance is that one regional emissions analysis is required for the entire nonattainment area. However, separate modeling and conformity documents may be developed by each MPO.

Part 3 of the guidance applies to nonattainment areas that have adequate or approved conformity budgets addressing a particular air quality standard. This Part currently applies to the San Joaquin Valley for carbon monoxide, ozone and PM-10. The guidance allows MPOs to make independent conformity determinations for their plans and TIPs as long as all of the other subareas in the nonattainment area have conforming transportation plans and TIPs in place at the time of each MPO and the Department of Transportation (DOT) conformity determination.

With respect to PM2.5, the Transportation Conformity Rule PM2.5 and PM10 Amendments published on March 24, 2010 effectively incorporates the “multi-jurisdictional” guidance directly into the rule. The Rule allows MPOs to make independent conformity determinations for their plans and TIPs as long as all of the other subareas in the nonattainment area have conforming

transportation plans and TIPs in place at the time of each MPO and DOT conformity determination.

DISTRICT RULE

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

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

B. CONFORMITY REGULATION REQUIREMENTS

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

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

2) *Methods / Modeling:*

   Latest Planning Assumptions — Section 93.110 specifies that conformity determinations must be based upon the most recent planning assumptions in force at the time the conformity analysis begins. This is defined as "the point at which the MPO begins to model the impact of the proposed transportation plan or TIP on travel and/or emissions. New data that becomes available after an analysis begins is required to be used in the conformity determination only if a significant delay in the analysis has occurred, as determined through interagency consultation" (EPA, 2010b). All analyses for the Conformity Analysis were conducted using the latest planning assumptions and emissions models in force at the time the conformity analysis started in August 2013 (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. EMFAC2011 was

used in the Conformity Analysis and is documented in Chapter 3. EPA issued a federal register notice on March 6, 2013 formally approving EMFAC2011 for use in conformity determinations.

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

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

   - MPOs are required to provide reasonable opportunity for consultation with State air agencies, local air quality and transportation agencies, the USDOT and EPA (Section 93.105(a)(1)).
   - MPOs are required to establish a proactive public involvement process, which provides opportunity for public review and comment prior to taking formal action on a conformity determination (Section 93.105(e)).

The TIP, RTP, and corresponding conformity determinations are prepared by each MPO. Copies of the Draft documents are provided to member agencies and others, including FHWA, Federal Transit Administration (FTA), EPA, Caltrans, CARB, and the Air District for review. Both the TIP and RTP are required to be publicly available and an opportunity for public review and comment is provided. The Fresno COG adopted consultation process and policy for conformity analysis includes a 30-day comment period followed by a public hearing. For the 2014 RTP and 2015 FTIP process, Fresno COG includes a 55-day comment period and includes two public hearings on April 24, 2014 and on May 7, 2014.

C. AIR QUALITY DESIGNATIONS APPLICABLE TO THE SAN JOAQUIN VALLEY

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

FRESNO COUNCIL OF GOVERNMENTS is located in the federally designated San Joaquin Valley Air Basin. The borders of the basin are defined by mountain and foothill ranges to the east and west. The northern border is consistent with the county line between San Joaquin and Sacramento Counties. The southern border is less defined, but is roughly bounded by the Tehachapi Mountains and, to some extent, the Sierra Nevada range. Conformity for the 2015 FTIP and 2014 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 (1997 and 2008 standard), and particulate matter under 2.5 microns in diameter (PM2.5) (1997 and 2006 standards); and has a maintenance plan

for particulate matter under 10 microns in diameter (PM-10), as well as a maintenance plan for carbon monoxide (CO) for the urbanized/metropolitan areas of Kern, Fresno, Stanislaus and San Joaquin Counties. State Implementation Plans have been prepared to address carbon monoxide, ozone, PM-10 and PM2.5:

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

- The 2007 8-Hour (1997 Standard) Ozone Plan (as revised in 2011) was approved by EPA on March 1, 2012 (effective April 30, 2012).

- The 2007 PM-10 Maintenance Plan, which included revisions to the attainment plan, was approved (with minor technical corrections to the conformity budgets) by EPA on November 12, 2008.

- The 2008 (1997 Standard) PM2.5 Plan (as revised in 2011) was approved by EPA on November 9, 2011 (effective January 9, 2012).

On November 13, 2009, EPA published Air Quality Designations for the 2006 24-hour PM2.5 standard, effective December 14, 2009. Nonattainment areas are required to meet the standard by 2014; transportation conformity applies by December 14, 2010. In the San Joaquin Valley, the 1997 standards (both 24-hour and annual) will continue to apply. It is important to note that the 2006 24-hour PM2.5 nonattainment area boundary for the San Joaquin Valley is exactly the same as the nonattainment area boundary for the 1997 annual standard.

In accordance with the EPA Interim Transportation Conformity Guidance for 2006 PM2.5 NAAQS Nonattainment areas, if a 2006 PM2.5 area has adequate or approved SIP budgets that address the 1997 standards, it must use the budget test until new 2006 PM2.5 standard budgets are found adequate or approved. The new attainment year of 2014 must be modeled.

The SJV 2012 PM2.5 Plan (addressing the 2006 PM2.5 standards) was approved by ARB in January 2013 and subsequently submitted to EPA on March 3, 2013. However, recent U.S Court of Appeals' decision remanding EPA PM2.5 Implementation Rule may postpone EPA's action on the Plan. EPA is currently assessing the effects of the Court's decision and has not begun the adequacy process on the conformity budgets in the 2012 Plan. As a result, we are assuming that those conformity budgets will not be available for use and that the 2008 PM2.5 Plan conformity budgets are the only budgets applicable and are used for this demonstration.

EPA designated the San Joaquin Valley nonattainment area for the new 2008 Ozone Standard, effective July 20, 2012; the attainment year for the San Joaquin Valley is 2032. Transportation conformity applies one year after the effective date (July 20, 2013). Federal approval for the eight SJV MPO's 2008 Ozone standard conformity demonstrations was received on July 8, 2013. EPA's final rule implementing the 2008 Ozone Standard also revoked the 1997 Ozone Standard for transportation conformity purposes. This revocation became effective July 20, 2013.

In accordance with EPA guidance dated July 2012, if a 2008 Ozone area has adequate or approved SIP budgets that address the 1997 standards, it must use the budget test until new 2008

Ozone standard budgets are found adequate or approved. The new attainment year of 2032 must be modeled.

D. CONFORMITY TEST REQUIREMENTS

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

Specific conformity test requirements established for the San Joaquin Valley nonattainment areas for carbon monoxide, ozone, and particulate matter are summarized below.

Section 93.124(d) of the 1997 Final Transportation Conformity regulation allows for conformity determinations for sub-regional emission budgets by MPOs if the applicable implementation plans (or implementation plan submission) explicitly indicates an intent to create such sub-regional budgets for the purpose of conformity. In addition, Section 93.124(e) of the 1997 rules states: "…if a nonattainment area includes more than one MPO, the implementation plan may establish motor vehicle emission budgets for each MPO, or else the MPOs must collectively make a conformity determination for the entire nonattainment area." Each applicable implementation plan and estimate of baseline emissions in the San Joaquin Valley provides motor vehicle emission budgets by county, to facilitate county-level conformity findings.

CARBON MONOXIDE

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

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

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

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

OZONE (2008 STANDARD)

EPA's final rule implementing the 2008 ozone standard also revoked the 1997 ozone standard for transportation conformity purposes. This revocation is effective July 20, 2013. Areas designated nonattainment for the 2008 ozone standard are required to use any existing adequate or approved SIP motor vehicle emissions budgets for a prior ozone standard until budgets for the 2008 ozone standard are either found adequate or approved. Therefore, when a 2008 ozone nonattainment area has adequate or approved budgets for any ozone standard, the budget test requirements (40 CFR 93.118) must be met.

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

EPA approved the 2007 Ozone (1997 standard) Plan (as revised in 2011) and conformity budgets on March 1, 2012, effective April 30, 2012. The SIP identified both reactive organic gases (ROG) and nitrogen oxides (NOx) subarea budgets in tons per average summer day for each MPO in the nonattainment area. It is important to note that the boundaries for both the 2008 ozone standard and previous ozone standard are identical. Consequently, for this conformity analysis, the SJV MPOs will continue to conduct demonstrations for subarea emissions budgets as established in the 2007 Ozone Plan (as revised in 2011).

The approved conformity budgets from Table 5 of the EPA Federal Register notice are provided in the table below. These budgets will be used to compare to emissions resulting from the 2014 RTP and 2015 FTIP.

Table 1-2:
Approved Budgets from the 2007 Ozone Plan (as revised in 2011)
(summer tons/day)

County	2011		2014		2017		2020		2023	
	ROG	NOx	ROG	NOx	ROG	NOx	ROG	NOx	ROG	NOx
Fresno	14.3	36.2	10.7	30.0	9.3	22.6	8.3	17.7	8.0	13.5
Kern (SJV)	12.7	50.3	9.7	42.7	8.7	31.7	8.2	25.1	7.9	18.6
Kings	2.8	10.7	2.1	8.9	1.8	6.7	1.7	5.3	1.6	4.0
Madera	3.4	9.3	2.5	7.7	2.2	5.8	2.0	4.7	1.9	3.6
Merced	5.1	19.9	3.7	16.7	3.2	12.4	2.9	9.9	2.8	7.4
San Joaquin	11.1	24.6	8.4	20.5	7.2	15.6	6.4	12.4	6.3	10.0
Stanislaus	8.5	16.9	6.4	13.9	5.6	10.6	5.0	8.4	4.7	6.4
Tulare	8.8	16.0	6.7	13.2	5.8	10.1	5.3	8.1	4.9	6.2

PM-10

The 2007 PM-10 Maintenance Plan was approved (with minor technical corrections to the conformity budgets) by EPA on November 12, 2008, which contains motor vehicle emission budgets for PM-10 and NOx, as well as a trading mechanism. Motor vehicle emission budgets are established based on average annual daily emissions. The motor vehicle emissions budget for PM-10 includes regional re-entrained dust from travel on paved roads, vehicular exhaust, travel on unpaved roads, and road construction.

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

The PM-10 SIP allows trading from the motor vehicle emissions budget for the PM-10 precursor NOx to the motor vehicle emissions budget for primary PM-10 using a 1.5 to 1 ratio. The trading mechanism allows the agencies responsible for demonstrating transportation conformity in the San Joaquin Valley to supplement the 2005 budget for PM-10 with a portion of the 2005 budget for NOx, and use these adjusted motor vehicle emissions budgets for PM-10 and NOx to demonstrate transportation conformity with the PM-10 SIP for analysis years after 2005. As noted above, EPA approved the 2007 PM-10 Maintenance Plan (with minor technical corrections to the conformity budgets) on November 12, 2008, which includes continued approval of the trading mechanism.

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

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

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

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

PM2.5

EPA and FHWA have indicated that areas violating both the annual and 24-hour standards for PM2.5 must address both standards in the conformity determination. The San Joaquin Valley currently violates both standards, and the conformity determination includes both analyses. Please note that this includes both the 1997 standards and the 2006 24-hour standard (see discussion under Air Quality Designations Applicable to the San Joaquin Valley above).

The 2008 PM2.5 Plan for the 1997 PM2.5 standard (as revised in 2011) was approved by EPA on November 9, 2011, which contains motor vehicle emission budgets for PM2.5 and NOx established based on average annual daily emissions, as well as a trading mechanism. The motor vehicle emissions budget for PM2.5 includes directly emitted PM2.5 motor vehicle emissions from tailpipe, brake wear and tire wear. VOC, SOx, ammonia, and dust (from paved roads, unpaved roads, and road construction) were found to be insignificant and not included in the motor vehicle emission budgets for conformity purposes. The conformity budgets from table 5 of the November 9, 2011 Federal Register are provided below and will be used to compare emissions resulting from the 2014 RTP and 2015 FTIP.

The Clean Air Act requires all states to attain the 1997 PM2.5 standards as expeditiously as practicable beginning in 2010, but by no later than April 5, 2015. States must identify their attainment dates based on the rate of reductions from their control strategies and the severity of the PM2.5 problem. Modeling must be used to verify that the control strategy is as expeditious as practicable. The 2008 PM2.5 Plan shows that the San Joaquin Valley PM2.5 nonattainment area can attain the annual PM2.5 NAAQS in 2014. The SIP has identified subarea budgets for each MPO in the nonattainment area. For this Conformity Analysis, the SJV will continue to conduct determinations for subarea emission budgets as established in the applicable implementation plan.

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

	2012		2014	
County	**PM2.5**	**NOx**	**PM2.5**	**NOx**
Fresno	1.5	35.7	1.1	31.4
Kern (SJV)	1.9	48.9	1.2	43.8
Kings	0.4	10.5	0.3	9.3
Madera	0.4	9.2	0.3	8.1
Merced	0.8	19.7	0.6	17.4
San Joaquin	1.1	24.5	0.9	21.6
Stanislaus	0.7	16.7	0.6	14.6
Tulare	0.7	15.7	0.5	13.8

The CARB technical revisions to the motor vehicle emissions budgets also included a trading mechanism that allows trading from the motor vehicle emissions budget for the PM-2.5 precursor NOx to the motor vehicle emissions budget for primary PM-2.5 using a 9 to 1 ratio. The trading mechanism allows the agencies responsible for demonstrating transportation conformity in the San Joaquin Valley to supplement the 2014 budget for PM-2.5 with a portion of the 2014 budget for NOx, and use these adjusted motor vehicle emissions budgets for PM-2.5 and NOx to demonstrate transportation conformity with the PM-2.5 SIP for analysis years after 2014. As noted above, EPA approved the 2008 PM2.5 Plan (as revised in 2011) on November 9, 2011, which includes continued approval of the trading mechanism.

The trading mechanism will be used only for conformity analyses for analysis years after 2014. 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-2.5 budget shall only be those remaining after the NOx budget has been met.

The SJV 2012 PM2.5 Plan (addressing the 2006 PM2.5 standards) was approved by ARB in January 2013 and subsequently submitted to EPA on March 3, 2013. However, recent U.S Court of Appeals' decision remanding EPA PM2.5 Implementation Rule may postpone EPA's action on the Plan. EPA published a proposed rule on November 21, 2013 to address the effects of the Court's decision and has not begun the adequacy process on the conformity budgets in the 2012 Plan. As a result, we are assuming that those conformity budgets will not be available for use and that the 2008 PM2.5 Plan conformity budgets are the only budgets applicable and are used for this demonstration.

As noted above, in accordance with the EPA Transportation Conformity Rule Restructuring Amendments Nonattainment areas allows 2006 PM2.5 areas with adequate or approved 1997 PM2.5 budgets to determine conformity for both of the NAAQS at the same time, using the budget test.

E. ANALYSIS YEARS

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

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

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

Table 1-5:
San Joaquin Valley Conformity Analysis Years

Pollutant	Budget Years[1]	Attainment/ Maintenance Year	Intermediate Years	RTP Horizon Year
CO	NA	2018	2017/2025/2035	2040
Ozone	2014/2017/2020/2023	2032	NA	2040
PM-10	NA	2020	2025/2035	2040
PM2.5	NA	2014	2017/2025/2035	2040

Section 93.118(d)(2) indicates that the regional emissions analysis may be performed for any years in the time frame of the transportation plan provided they are not more than ten years apart and provided the analysis is performed for the attainment year (if it is in the time frame of the

[1] Budget years that are not in the time frame of the transportation plan are not included as analysis years (e.g., CO 2003 and 2010, Ozone 2008 and 2011, PM-10 2005, PM2.5 2012), although they may be used to demonstrate conformity.

transportation plan) and the last year of the plan's forecast period. Emissions in years for which consistency with motor vehicle emissions budgets must be demonstrated, as required in paragraph (b) of this section (i.e., each budget year), may be determined by interpolating between the years for which the regional emissions analysis is performed. For CO, the analysis year 2018 will be interpolated from 2017 and 2025.

For PM2.5, the attainment year is 2014 for both the 1997 and 2006 Standards. On March 8, 2005, EPA issued Guidance for Determining the "Attainment Year" for Transportation Conformity in new 8-hour ozone and PM2.5 Nonattainment Areas (EPA, 2005a). Per CAA section 172(a)(2), all PM2.5 nonattainment areas will have an initial maximum statutory attainment date of April 5, 2010. However, the submitted 2008 PM2.5 Plan shows that the San Joaquin Valley PM2.5 nonattainment area can attain the annual PM2.5 NAAQS in 2014. In addition, the attainment year for the 2006 PM2.5 areas will be 2014. Since this is the same attainment year as the 1997 standards noted above, no changes to the conformity analysis years are required.

CHAPTER 2:
LATEST PLANNING ASSUMPTIONS AND TRANSPORTATION MODELING

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

According to the conformity regulation, the time the conformity analysis begins is "the point at which the MPO or other designated agency begins to model the impact of the proposed transportation plan or TIP on travel and/or emissions." The conformity analysis and initial modeling began in August 2013. A summary of transportation model updates and latest planning assumptions was transmitted to the San Joaquin Valley Interagency Consultation (IAC) for review and comments or concurrence on August 18, 2013. The summary was discussed on the September 17, 2013 IAC conference call. Both EPA and FHWA 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 Citilabs Cube transportation model. The model was validated in 2013 for the 2008 base year. The latest planning assumptions used in the transportation model validation and Conformity Analysis is summarized in Table 2-1.

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

Assumption	Year and Source of Data (MPO action)	Modeling	Next Scheduled Update
Population	Base Year: Population is based on the 2008 California Department of Finance data. Projections: Population based on "San Joaquin Valley Demographic Forecasts 2010 to 2050," released by The Planning Center in March 2012.	This data was disaggregated to the TAZ level and used in the Cube model for the base year validation and future year projections.	Population and Employment projections will be reviewed and updated periodically with possible update in 2016.
Employment	Base Year: Employment data is based on 2008 State of California Employment Development Department data. Projections: Population based on "San Joaquin Valley Demographic Forecasts 2010 to 2050," released by The Planning Center in March 2012.	This data was disaggregated to the TAZ level and used in the Cube model for the base year validation and future year projections.	Population and Employment projections will be reviewed and updated periodically with possible update in 2016.
Traffic Counts	The transportation model was validated in 2013 to the 2008 base year using daily and peak hour traffic counts. More than 450 traffic counts were obtained from the City of Fresno, Clovis, the County of Fresno and Caltrans. The majority of the traffic count database is from 2008. However, traffic counts from 2007 through 2010 were used, adjusted to 2008 levels based on annual growth rates.	Cube was validated using these traffic counts.	Fresno COG maintains a Regional Traffic Monitoring Program that collects thousands of traffic counts annually. New counts for 2008 base year were compiled for the MIP validation.

Vehicle Miles of Travel	The Fresno COG Policy Board accepted the 2013 transportation model validation for the 2008 base year on March 20, 2014. The Fresno model is validated to within 1% of HPMS.	Cube is the transportation model used to estimate VMT in Fresno County.	VMT is an output of the transportation model; VMT is affected by the TIP/RTP project updates and is included in each new conformity analysis.
Speeds	Free flow speed data from a 2005 comprehensive speed study was incorporated in to our 2013 model update. Speed distributions were updated in EMFAC2011, using methodology approved by ARB and with information from the transportation model.	The Cube transportation model includes a feedback loop that assures congested speeds are consistent with travel speeds used throughout the traffic modeling process. EMFAC2011	Traffic speeds are continuously monitored by our local jurisdictions. The information is then provided to Fresno COG for use in our traffic modeling process.
Vehicle Registrations	EMFAC2011 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.	EMFAC2011	EMFAC2011
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.

A. SOCIOECONOMIC DATA

POPULATION, EMPLOYMENT, AND LAND USE

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

Supporting Documentation:

POPULATION FORECAST

The forecasts used for the Fresno COG Regional Transportation Plan/Sustainable Communities Strategy were from the *San Joaquin Valley Demographic Forecasts: 2010 to 2050* prepared by The Planning Center, March 2012. The forecast was part of a San Joaquin Valley demographic study commissioned by the eight metropolitan planning organizations (MPOs) of the valley, in an effort to obtain recently-prepared projections. The latest State of California Department of Finance (DOF) projection at the time was released in July 2007 and did not take into account the 2007-2008 recession and the subsequent slow economic recovery, thus prompting the need for an updated forecast. In January 2013, the Department of Finance released their latest projection for Fresno County, which differed from The Planning Center forecasts by less than two percent for every year between now and the forecast horizon year of 2050, which helped confirm the validity of the Planning Center forecast for use in the RTP/SCS.

This study includes three primary forecasts of population, households and housing units. Other projections developed by The Planning Center, e.g., age distribution, average household size, household income, household type, race/ethnicity, are derived from the three primary forecasts. The Planning Center forecasts are based on several different projections including household trend, total housing unit trend, housing construction trend, employment trend, cohort-component model, population trend, average household size trend, and household income trend. The least-squares linear curve forms the basis for all projections because the forecasts are long-term and curve-fitting techniques (e.g., parabolic curve, logistic curve) do not provide reasonable long-term results. Three measures evaluate the adequacy of each projection: mean absolute percentage error (MAPE), F-test, and t-test.

The population forecast is included in Table 2-2.

EMPLOYMENT FORECAST

Employment was forecast by The Planning Center using the at-place employment data by sector from the State of California Employment Development Department. The model constructs a least-squares line for each economic sector and sums the results to generate a projection for total employment in the County. The least-squares line for total employment in Fresno County produces a MAPE of 2.21% and a standard error of .85%.

The resulting employment forecast is included in Table 2-2.

HOUSEHOLD FORECAST

The household forecast was dependent on the expected increase in household size. According to the San Joaquin Valley Demographic Forecasts: 2010 to 2050 prepared by The Planning Center, household sizes in Fresno County are projected to increase steadily—from approx. 3.1298 persons per household in 2008 to approx. 3.3515 in 2035. Thus, some of the expected total

growth in household population for Fresno County will manifest not in new development but rather in existing housing units, as each household on average will contain more people.

To calculate the household population growth due to household size increase, Fresno COG used the following formula:

$$HH_{2008}(HHsize_N - HHsize_{2008})$$

Where

HH_{2008} = number of total households in Fresno County in 2008 (the base year) = *308,047*
$HHsize_N$ = projected average countywide household size for target year N
$HHsize_{2008}$ = average countywide household size in 2008 (the base year) = *3.1298*

Therefore, by this formula, the projected household population growth from 2008 to 2035 due to household size increase is *308,047 (3.3515 – 3.1298) = 68,289 persons.* Subtracting this value from the total projected growth in household population for the County represents the household population growth due to new development: *309,851 persons* by 2035.

Projected household growth was allocated to jurisdictions based on the historic shares of housing growth. The growth was further distributed within jurisdictions using the latest adopted or proposed land use maps and in consultation with staff from each jurisdiction.

B. TRANSPORTATION MODELING

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

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

Fresno COG completed the update of our traffic model to Citilabs Cube modeling software and revalidation to a new base year of 2008 in December 2013. The Fresno COG regional traffic model is a four-step mode choice traffic model. It uses land use, socioeconomic, and road network data to estimate facility-specific roadway traffic volumes. The study area for the Fresno COG model covers all of Fresno County including the cities of Clovis, Coalinga, Firebaugh,

Fowler, Fresno, Huron, Kerman, Kingsburg, Mendota, Orange Cove, Parlier, Reedley, San Joaquin, Sanger, and Selma. The county is divided up into approximately 2,900 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 Fresno COG model has been set up to estimate travel demand during six periods:

- AM peak three-hour period
- PM peak three-hour period
- Off-peak eleven hours
- AM peak hour
- PM peak hour
- Mid-Day seven hours

The traffic volumes projected for the three-hour peak periods, mid-day seven hours, off-peak eleven hours, and remaining hours are added together to create daily traffic projections.

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

TRAFFIC COUNTS

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

Supporting Documentation:

Fresno COG completed the update of the traffic model to Citilabs Cube modeling software and revalidation to a new base year of 2008 in 2013. The model was validated by comparing its estimates of 2008 traffic conditions with more than 2,000 peak and off peak traffic counts. The 2013 validation meets standard criteria for replicating total traffic volumes on various road types and for percent error on links. The 2013 validation also meets standard criteria for percent error relative to traffic counts on 80% of the analyzed screenlines throughout Fresno County.

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

SPEEDS

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

Supporting Documentation:

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

A comprehensive review of free flow speed data (including floating car speed studies) was conducted in 2005 and incorporated into our 2013 model update. In addition Fresno COG member agencies regularly conduct free flow speed surveys for various purposes. Such speed data was requested by Fresno COG during the latest model update and also incorporated in the model as input during the 2013 model validation.

FEEDBACK MECHANISMS

The Fresno COG Model includes a feedback loop that uses congested travel times as an input to the trip distribution step. The feedback loop is intended to ensure that the congested travel impedances (times) used for final traffic assignment and as input to the air quality analysis are consistent with the travel impedances used throughout the model process.
For the Fresno COG Model, the feedback loop is considered to converge when the travel times that result from the congested travel speeds after traffic assignment compare closely with the travel times used as input to the trip distribution process.

In an effort to meet all Transportation Conformity Rule modeling requirements, a full feedback loop process was implemented as of 2001 that iterates until it reaches a set of convergence criteria. The convergence criteria are consistent with Transportation Conformity Rule Section 93.122 (b)(1)(v).

TRANSIT

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

Supporting Documentation:

Fresno COG has been running a mode choice model since 2003. The model replicates major transit services in Fresno County, including Fresno Area Express (FAX), Clovis Transit Stageline and Fresno County Rural Transit Agency. Please refer to Urban Mass Transportation and Rural Area Public Transportation and Social Service Transportation in the 2014 RTP for further information regarding the services, their accomplishments and proposed actions.

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

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

Daily transit trips are assigned to the transit network. Transit trips are assigned to the single best path based on in-vehicle time plus weighted out-of- vehicle times. The transit trips are assigned in four groups:

1. Peak period (A.M. plus P.M.), walk access
2. Peak period (A.M. plus P.M.), drive access
3. Off-peak, walk access
4. Off-peak, drive access

The peak period transit trips represent trips occurring during the A.M. three- hour peak period plus the P.M. three hour peak period. Peak period transit trips are assigned to the peak transit service (peak period headways) with travel times based on the congested speeds from the A.M. peak period traffic assignment. Off-peak transit trips represent trips during the remaining 18 hours and are assigned to the off-peak transit service (off-peak headways) with travel times based on the congested road speeds from the off-peak traffic assignment.

Transit trips are all assigned as production to attraction rather than origin to destination. For example, a person who uses transit for work will be assigned as two trips from the home TAZ to the work TAZ rather than one trip in each direction. This is done so that the model can keep track

of which end of the trip can use drive access. In order to convert to actual directional boardings, the assigned transit trips in each direction must be added together and then divided by two.

The transit vehicle times and drive access times are affected by congestion on the road network.

VALIDATION/CALIBRATION

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

Supporting Documentation:

The model was validated in 2013 by comparing its estimates of 2008 traffic conditions with 2008 traffic counts. The 2013 validation meets standard criteria for replicating total traffic volumes on various road types and for percent error on links. The 2013 validation also meets standard criteria for percent error relative to traffic counts on 80% of the 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.

TRAFFIC VALIDATION

The Fresno COG Model traffic validation is based on several criteria, including vehicle-miles of travel, total volume by road type, screenlines, gateways and percent of links within acceptable limits.

Vehicle Miles of Travel

Vehicle miles of travel (VMT) were estimated from the travel demand model by multiplying link volumes by link distances. The model estimates intrazonal trips (trips remaining within a TAZ) but does not assign these trips to the model road network. The intrazonal trips were multiplied by the estimated intrazonal distances to calculate intrazonal VMT.

The Caltrans HPMS 2008 estimate of VMT in Fresno County was 22,376,000. The 2008 model base year estimated 22,077,974 VMT on the roadway links and 71,001 in intrazonal VMT for a total of 22,148,975 VMT. The 2008 model estimate is 1% lower than the Caltrans 2008 HPMS VMT target.

FUTURE NETWORKS

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

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

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

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

Supporting Documentation:

The build highway networks include qualifying projects based on the 2015 FTIP and 2014 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.

C. TRAFFIC ESTIMATES

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

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

Horizon Year	Total Population	Employment	Average Weekday VMT (millions)	Total Lane Miles
2014	995,868	337,922	24,353,166	N/A
2017	1,038,887	350,751	25,367,270	N/A
2020	1,082,097	363,581	26,264,520	6,721.57
2023	1,125,684	376,410	27,577,858	N/A
2025	1,154,741	384,963	28,291,996	6,845.75
2032	1,256,828	414,899	30,774,073	N/A
2035	1,300,597	427,728	31,307,762	7,028.1
2040	1,373,679	449,111	32,892,123	7,028.1

D. VEHICLE REGISTRATIONS

FRESNO COUNCIL OF GOVERNMENTS does not estimate vehicle registrations, age distributions or fleet mix. Rather, current forecasted estimates for these data are developed by CARB and included in the EMFAC2011 model (http://www.arb.ca.gov/msei/onroad/latest_version.htm). EMFAC2011 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. EPA issued a federal register notice on March 6, 2013 formally approving EMFAC2011 for conformity.

E. STATE IMPLEMENTATION PLAN MEASURES

The air quality modeling procedures and associated spreadsheets contained in Chapter 3 Air Quality Modeling assume emission reductions consistent with the applicable air quality plans.

The emission reductions assumed for these committed measures reflect the latest implementation status of these measures. Committed control measures in the applicable air quality plans that reduce mobile source emissions and are used in conformity, are summarized below.

CARBON MONOXIDE

No committed control measures are included in the conformity demonstration.

OZONE

Committed control measures in the 2007 8-hour Ozone Plan (as revised in 2011) that reduce mobile source emissions and are included in the conformity demonstration are shown in Table 2-3.

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

Measure Description	Pollutants
Existing Local Reductions: Rule 9310 (School Bus Fleets)	Summer NOx
Existing State Reductions: Carl Moyer Program & AB 1493 GHG Standards	Summer ROG Summer NOx
New/Proposed Local Reductions: Rule 9410 (Employer Based Trip Reduction)	Summer ROG Summer NOx
New/Proposed State Reductions: Smog Check & Reformulated Gas (RFG)	Summer ROG Summer NOx

NOTE: This table is consistent with the 2007 8-Hour Ozone Plan (as revised in 2011) which was approved by EPA on March 1, 2012 (effective April 30, 2012). In addition, the ARB "Truck Rule" has been included in EMFAC2011.

PM-10

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

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

Measure Description	Pollutants
ARB existing Reflash, Idling, and Moyer	PM-10 annual exhaust NOx annual exhaust
District Rule 8061: Paved and Unpaved Roads	PM-10 paved road dust PM-10 unpaved road dust
District Rule 8021 Controls: Construction, Demolition, Excavation, Extraction, and Other Earth Moving Activities	PM-10 road construction dust

PM2.5

Committed control measures in the 2008 PM2.5 Plan (as revised in 2011) that reduce mobile source emissions and are included in the conformity demonstration are shown in Table 2-5.

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

Measure Description	Pollutants
Existing Local Reductions: Rule 9310 (School Bus Fleets)	Annual PM2.5 Annual NOx
Existing State Reductions: Carl Moyer Program & AB 1493 GHG Standards	Annual PM2.5 Annual NOx
New/Proposed Local Reductions: Rule 9410 (Employer Based Trip Reduction)	Annual PM2.5 Annual NOx
New/Proposed State Reductions: Smog Check	Annual PM2.5 Annual NOx

NOTE: This table is consistent with the 2008 PM2.5 Plan (as revised in 2011) as approved by EPA on November 9, 2011 (effective January 9, 2012). In addition, the ARB "Truck Rule" has been included in EMFAC2011.

CHAPTER 3:
AIR QUALITY MODELING

The model used to estimate vehicle exhaust emissions for carbon monoxide, ozone precursors, and particulate matter is EMFAC2011. CARB emission factors for PM-10 have been used to calculate re-entrained paved and unpaved road dust, and fugitive dust associated with road construction. For the Conformity Analysis, model inputs not dependent on the TIP or RTP are consistent with the applicable SIP, which include:

- The 2004 Revision to the California State Implementation Plan for Carbon Monoxide was approved by EPA on November 30, 2005 (effective January 30, 2006).
- The 2007 Ozone Plan (as revised in 2011) was approved by EPA on March 1, 2012 (effective April 30, 2012)
- The 2007 PM-10 Maintenance Plan, which included revisions to the attainment plan, was approved (with minor technical corrections to the conformity budgets) by EPA on November 12, 2008.
- The 2008 PM2.5 Plan (as revised in 2011) was approved by EPA on November 9, 2011 (effective January 9, 2012).

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

A. EMFAC2011

The EMFAC model (short for EMission FACtor) is a computer model that can estimate emission rates for motor vehicles for calendar years from 1990 to 2035 operating in California. Pollutant emissions for hydrocarbons, carbon monoxide, nitrogen oxides, particulate matter, lead, sulfur oxides, and carbon dioxide are output from the model. Emissions are calculated for passenger cars, light, heavy, and medium-duty trucks, motorcycles, urban and school buses and motor homes.

EMFAC is used to calculate current and future inventories of motor vehicle emissions at the state, county, air district, air basin, or county within air basin level. EMFAC contains default vehicle activity data that can be used to estimate a motor vehicle emission inventory in tons/day for a specific day, month, or season, and as a function of ambient temperature, relative humidity, vehicle population, mileage accrual, miles of travel and speeds.

Section 93.111 of the conformity regulation requires the use of the latest emission estimation model in the development of conformity determinations. EMFAC2011 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 March 6, 2013 EPA announced the availability of this latest version of

the California EMFAC model for use in SIP development in California. EMFAC 2011 will be required for conformity analysis begun on or after September 6, 2013. In accordance with Section 93.111 the latest emission estimation model (EMFAC 2011) will be used in the 2014 RTP Conformity Demonstration.

In addition, EPA approved the CARB EMFAC2011 methodology for the San Joaquin Valley Heavy Duty Diesel Vehicle-Vehicle Miles Traveled (VMT) Recession Adjustment January 14, 2014. The methodology explains how VMT should be updated in EMFAC2011 – SG. EPA and FHWA also provided concurrence on the *EMFAC2011 – SG Conformity Analysis and SB 375 Analysis Instructions for the San Joaquin Valley MPOs.*

A transportation data template has been prepared to summarize the transportation model output for use in EMFAC 2011. The template includes allocating VMT by speed bin by modeling period, as well as allocating VMT by vehicle classification to reflect the San Joaquin Valley Heavy Duty Diesel VMT Recession Adjustment Methodology for input into EMFAC 2011.

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

B. ADDITIONAL PM-10 ESTIMATES

PM-10 emissions for re-entrained dust from travel on paved and unpaved roads will be calculated separately from roadway construction emissions. It is important to note that with the final approval of the 2007 PM-10 Maintenance Plan, EPA approved a methodology to calculate PM-10 emissions from paved and unpaved roads in future San Joaquin Valley conformity determinations. The Conformity Analysis uses these methodologies and estimates construction-related PM-10 emissions consistent with the 2007 PM-10 Maintenance Plan. The National Ambient Air Quality Standards for PM-10 consists of a 24-hour standard, which is represented by the motor vehicle emissions budgets established in the 2007 PM-10 Maintenance Plan. It is important to note that EPA revoked the annual PM-10 Standard on October 17, 2006. The PM-10 emissions calculated for the conformity analysis represent emissions on an annual average day and are used to satisfy the budget test.

CALCULATION OF REENTRAINED DUST FROM PAVED ROAD TRAVEL

On January 13, 2011 EPA released a new method for estimating re-entrained road dust emissions from cars, trucks, buses, and motorcycles on paved roads. On February 4, 2011, EPA published the *Official Release of the January 2011 AP-42 Method for Estimating Re-Entrained Road Dust from Paved Roads* approving the January 2011 method for use in regional emissions analysis and beginning a two year conformity grace period, after which use of the January 2011 AP-42 method is required (e.g. February 4, 2013) in regional conformity analyses.

The road dust calculations have been updated to reflect this new methodology. More specifically, the emission factor equation and k value (particle size multiplier) have been updated accordingly. CARB default assumptions for roadway silt loading by roadway class, average vehicle weight,

and rainfall correction factor remain unchanged. Emissions are estimated for five roadway classes including freeways, arterials, collectors, local roads, and rural roads. Countywide VMT information is used for each road class to prepare the emission estimates.

CALCULATION OF REENTRAINED DUST FROM UNPAVED ROAD TRAVEL

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

CALCULATION OF PM-10 FROM ROADWAY CONSTRUCTION

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

PM-10 TRADING MECHANISM

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

C. PM2.5 APPROACH

1997 Standard - 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.

EPA issued guidance for creating annual on-road mobile source emission inventories for PM2.5 in August 2005 (EPA, 2005a). 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.

2006 Standard – EPA published 2006 24-hour PM2.5 standard Nonattainment area designations on November 13, 2009 with an effective date of December 14, 2009. Conformity to the 2006 24-hour PM2.5 standard began to apply on December 14, 2010. The 1997 standards will continue to apply as they were not revoked. It is important to note that the 2006 24-hour PM2.5 nonattainment area boundary for the San Joaquin Valley is exactly the same as the nonattainment area boundary for the 1997 annual standard.

The following PM2.5 approach addresses both the 1997 standards and the 2006 24-hour standard:

EMFAC2011 incorporates data for temperature, relative humidity, and characteristics for gasoline fuel sold that vary by geographic area, calendar year, and month and season. The annual average represents an average of all the monthly inventories. As a result, EMFAC will be run to estimate direct PM2.5 and NOx emissions from motor vehicles for an annual average day.

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

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

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

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

The SJV MPOs believe that the average annual day calculated from the current traffic models and EMFAC2011 represent the most accurate VMT data available. The MPOs will continue to discuss and research options that look at how VMT varies by month and season according to the local traffic models.

It is important to note that the guidance indicates that EPA expects the most thorough analysis for developing annual inventories will occur during the development of the SIP, taking into account the needs and capabilities of air quality modeling tools and the limitations of available data. Prior to the development of the SIP, State and local air quality and transportation agencies may decide to use simplified methods for regional conformity analyses.

It is important to note that the San Joaquin Valley 2008 PM2.5 Plan (as revised in 2011) was approved by EPA on November 9, 2011 (effective January 9, 2012). The annual inventory methodology contained in the plan and used to establish emissions budgets is consistent with the methodology used herein. The regional emissions analyses in 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 EMFAC2011. As indicated under the Conformity Test Requirements, re-entrained road dust and construction-related fugitive dust from highway or transit projects is not included at this time. In addition, NOx emissions are included; however, VOC, SOx, and ammonia emissions are not.

1997 Standard – The 2008 PM2.5 Plan contains motor vehicle emission budgets for PM2.5 and NOx established based on average annual daily emissions. The motor vehicle emissions budget for PM2.5 includes directly emitted PM2.5 motor vehicle emissions from tailpipe, brake wear and tire wear. VOC, SOx, ammonia, and dust (from paved roads, unpaved roads, and road construction) were found to be insignificant and not included in the motor vehicle emission budgets for conformity purposes.

2006 Standard – In accordance with Transportation Conformity Rule PM2.5 and PM10 Amendments published on March 24, 2010 (effective April 23, 2010) for 2006 PM2.5 NAAQS Nonattainment areas, if a 2006 PM2.5 area has adequate or approved SIP budgets that address the 1997 standards, it must use the budget test to determine conformity for both of the NAAQS at the same time.

PM2.5 TRADING MECHANISM

The PM2.5 SIP (as revised in 2011) allows trading from the motor vehicle emissions budget for the PM2.5 precursor NOx to the motor vehicle emissions budget for primary PM2.5 using a 9 to 1 ratio. The trading mechanism will be used only for conformity analyses for analysis years after 2014.

D. SUMMARY OF PROCEDURES FOR REGIONAL EMISSIONS ESTIMATES

New step-by-step air quality modeling instructions were developed for SJV MPO use with EMFAC2011-SG including the San Joaquin Valley Heavy Duty Diesel VMT Recession Adjustment Methodology; approved by EPA January 14, 2014. These instructions were provided

for interagency consultation in August 2013. EPA, FHWA, and ARB concurred. Documentation of the conformity analysis is provided in Appendix C, including:

- 2015 FTIP/2014 RTP Conformity EMFAC Spreadsheet
- 2015 FTIP/2014 RTP Conformity Paved Road Spreadsheet
- 2015 FTIP/2014 RTP Conformity Unpaved Road Dust Spreadsheet
- 2015 FTIP/2014 RTP Conformity Construction Spreadsheet
- 2015 FTIP/2014 RTP Conformity Trading Spreadsheets (PM-10 and PM2.5)
- 2015 FTIP/2014 RTP Conformity Totals Spreadsheet

CHAPTER 4:
TRANSPORTATION CONTROL MEASURES

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

A. TRANSPORTATION CONFORMITY REGULATION REQUIREMENTS FOR TCMS

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

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

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

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

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

(i) programs for improved public transit;

(ii) restriction of certain roads or lanes to, or construction of such roads or lanes for use by, passenger buses or high occupancy vehicles;

(iii) employer-based transportation management plans, including incentives;

(iv) trip-reduction ordinances;

(v) traffic flow improvement programs that achieve emission reductions;

(vi) fringe and transportation corridor parking facilities serving multiple occupancy vehicle programs or transit service;

(vii) programs to limit or restrict vehicle use in downtown areas or other areas of emission concentration particularly during periods of peak use;

(viii) programs for the provision of all forms of high-occupancy, shared-ride services;

(ix) programs to limit portions of road surfaces or certain sections of the metropolitan area to the use of non-motorized vehicles or pedestrian use, both as to time and place;

(x) programs for secure bicycle storage facilities and other facilities, including bicycle lanes, for the convenience and protection of bicyclists, in both public and private areas;

(xi) programs to control extended idling of vehicles;

(xii) programs to reduce motor vehicle emissions, consistent with title II, which are caused by extreme cold start conditions;

(xiii) employer-sponsored programs to permit flexible work schedules;

(xiv) programs and ordinances to facilitate non-automobile travel, provision and utilization of mass transit, and to generally reduce the need for single occupant vehicle travel, as part of transportation planning and development efforts of a locality, including programs and ordinances applicable to new shopping centers, special events, and other centers of vehicle activity;

(xv) programs for new construction and major reconstructions of paths, tracks or areas solely for the use by pedestrian or other non-motorized means of transportation when economically feasible and in the public interest. For purposes of this clause, the Administrator shall also consult with the Secretary of the Interior; and

(xvi) program to encourage the voluntary removal from use and the marketplace of pre-1980 model year light duty vehicles and pre-1980 model light duty trucks.

TCM REQUIREMENTS FOR A TRANSPORTATION PLAN

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

> "(1) The transportation plan, in describing the envisioned future transportation system, provides for the timely completion or implementation of all TCMs in the applicable implementation plan which are eligible for funding under Title 23 U.S.C. or the Federal Transit Laws, consistent with schedules included in the applicable implementation plan.
>
> (2) Nothing in the transportation plan interferes with the implementation of any TCM in the applicable implementation plan."

TCM REQUIREMENTS FOR A TRANSPORTATION IMPROVEMENT PROGRAM

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

> "(1) An examination of the specific steps and funding source(s) needed to fully implement each TCM indicates that TCMs which are eligible for funding under title 23 U.S.C. or the Federal Transit Laws are on or ahead of the schedule established in the applicable implementation plan, or, if such TCMs are behind the schedule established in the applicable implementation plan, the MPO and DOT have determined that past obstacles to implementation of the TCMs have been identified and have been or are being overcome, and that all State and local agencies with influence over approvals or funding for TCMs are giving maximum priority to approval or funding of TCMs over other projects within their control, including projects in locations outside the nonattainment or maintenance area;
>
> (2) If TCMs in the applicable implementation plan have previously been programmed for Federal funding but the funds have not been obligated and the TCMs are behind the schedule in the implementation plan, then the TIP cannot be found to conform:
>
> - if the funds intended for those TCMs are reallocated to projects in the TIP other than TCMs, or
> - if there are no other TCMs in the TIP, if the funds are reallocated to projects in the TIP other than projects which are eligible for Federal funding intended for air quality improvement projects, e.g., the Congestion Mitigation and Air Quality Improvement Program;
>
> (3) Nothing in the TIP may interfere with the implementation of any TCM in the applicable implementation plan."

B. APPLICABLE AIR QUALITY IMPLEMENTATION PLANS

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

APPLICABLE IMPLEMENTATION PLAN FOR CARBON MONOXIDE

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

APPLICABLE IMPLEMENTATION PLAN FOR OZONE

The 2007 Ozone Plan (as revised in 2011) was approved by EPA on March 1, 2012 (effective April 30, 2012). However, the Plan does not include TCMs for the San Joaquin Valley.

APPLICABLE IMPLEMENTATION PLAN FOR PM-10

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

The Amended 2003 PM-10 Plan was approved by EPA on May 26, 2004 (effective June 25, 2004). A local government control measure assessment was completed for this plan. The analysis focused on transportation-related fugitive dust emissions, which are not TCMs by definition. The local government commitments are included in the *Regional Transportation Planning Agency Commitments for Implementation Document, April 2003*.

However, the *Amended 2002 and 2005 Ozone Rate of Progress Plan* contains commitments that reduce ozone related emissions; these measures are documented in the *Regional Transportation Planning Agency Commitments for Implementation Document, April 2002.* These commitments are included by reference in the Amended 2003 PM-10 Plan to provide emission reductions for precursor gases and help to address the secondary particulate problem. Since these commitments are included in the Plan by reference, the commitments were approved by EPA as TCMs.

APPLICABLE IMPLEMENTATION PLAN FOR PM2.5

The 2008 PM2.5 Plan (as revised in 2011) was approved by EPA on November 9, 2011 (effective January 9, 2012). However, the Plan does not include TCMs for the San Joaquin Valley.

C. IDENTIFICATION OF 2002 RACM THAT REQUIRE TIMELY IMPLEMENTATION DOCUMENTATION

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

The RTPA Commitment Documents, Volumes One and Two, dated April 2002 (Ozone RACM) were reviewed, using a “Summary of Commitments” table. Commitments that contain specific Federal funding/transportation projects/schedules were identified for further documentation. In some cases, local jurisdictions used the same Federal funding/transportation projects/schedules for various measures; these were identified as combined with (“comb w/”) reference as

appropriate. A not applicable ("NA") was noted where federally-funded project is vehicle technology based, fuel based, and maintenance based measures (e.g., LEV program, retrofit programs, clean fuels - CNG buses, etc.).

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

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

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

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

The Project TID table that was prepared at the request of FHWA for the 2004 Conformity Analysis, has been updated in each subsequent conformity analysis including the 2013 FTIP and 2011 RTP as amended. This documentation has been updated as part of this Conformity Analysis. A summary of this information is provided in Appendix D.

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

A new 2002 RACM TID Table was prepared in 2006 to address the more general RACM commitments that require additional timely implementation documentation per EPA. A brief summary of the commitment, including finite end dates if applicable, is included for each measure. The MPOs provided a status update regarding implementation in consultation with their member jurisdictions. If a specific project has been implemented, it is included in the Project TID Table under "Additional Projects Identified". This documentation was included in the

Conformity Analysis for the 2007 TIP and 2004 RTP (as amended) that was approved by FHWA in October 2006 as well as the 2013 TIP and 2011 RTP as amended. The 2002 RACM TID Table has been updated as part of this Conformity Analysis. A summary of this information is provided in Appendix D.

D. TCM FINDINGS FOR THE TIP AND REGIONAL TRANSPORTATION PLAN

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

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

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

In May 2003, the San Joaquin Valley MPO Executive Directors committed to conduct feasibility analyses as part of each new RTP in support of the 2003 PM-10 Plan. This commitment was retained in the 2007 PM-10 Maintenance Plan. In accordance with this commitment, FRESNO COUNCIL OF GOVERNMENTS undertook a process to identify and evaluate potential control measures that could be included in the 2014 RTP. The analysis of additional measures included verification of the feasibility of the measures in the PM-10 Plan BACM analysis, as well as an analysis of new PM-10 commitments from other PM-10 nonattainment areas.

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

The Local Government Control Measures considered in the PM-10 Plan BACM analysis that were considered for inclusion in the 2014 RTP included:

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

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

With the adoption of each new RTP, the MPOs will consider the feasibility of these measures, as well as identify any other new PM-10 measures that would be relevant to the San Joaquin Valley. FRESNO COUNCIL OF GOVERNMENTS also considered PM-10 commitments from other PM-10 nonattainment areas that had been developed since the previous RTP was approved. Federal websites were reviewed for any PM-10 plans that have been adopted since 2009. New PM-10 plans that have been reviewed include:

a. Puerto Rico, Municipality of Guaynabo, PM-10 Limited Maintenance Plan, submitted March 2009 (EPA adequacy issued 8/25/09). On-road fugitive dust controls include paving, street sweeping and stabilization controls.

b. Nogales, AZ PM-10 Attainment Demonstration, EPA approval notice signed 8/24/12. On-road fugitive dust controls include paving projects and capital improvement projects @ the Ports of Entry.

c. Coso Junction, CA PM-10 Maintenance Plan, dated May 17, 2010 (EPA adequacy issued 9/3/10). No transportation control measures; transportation projects "exempt".

d. Sacramento, CA PM-10 Implementation / Maintenance Plan, dated October 28, 2010. No new control measures included; no existing on-road controls either.

e. Truckee Meadows, NV PM-10 Maintenance Plan, adopted May 2009 (EPA adequacy issued 6/2/10). On-road fugitive dust controls include sweeping and sanding; contingency measures have already been considered in SJV analysis.

f. Eagle River, AK PM-10 Maintenance Plan, adopted August 2010 (EPA adequacy issued 5/14/12). On-road fugitive dust controls includes paving, winter traction sand; contingency measures include sweeping.

Based on review of commitments from other PM-10 nonattainment areas that have been developed since the previous RTP, no additional on-road fugitive dust controls measures are available for consideration.

Based on consultation with CARB and the Air District, FRESNO COUNCIL OF GOVERNMENTS considered priority funding allocations in the 2014 RTPs for PM-10 and NOx emission reduction projects in the post-attainment year timeframe that go beyond the emission reduction commitments made for the attainment year 2010 for the following four measures:

(1) Paving or Stabilizing Unpaved Roads and Alleys

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

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

(4) Repave or Overlay Paved Roads with Rubberized Asphalt

Fresno COG continues to actively include the reduction of PM10 emissions (typical projects above list #1 through #3) in the Congestion Mitigation and Air Quality (CMAQ) Improvement Program. PM10 is included in the "Project Category Goals". PM10 is evaluated and prioritized

in the CMAQ Scoring Criteria under the "Air Pollutant Emission Reduction" Category (20 points possible out of 100) as well as receiving consideration in the "Subjective Evaluation" (20 points possible out of 100). PM10 projects also are given priority if they meet the criteria of being cost-effective (30 points out of 100) Information regarding Fresno COG's CMAQ Program can be found at: http://www.fresnocog.org/.

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

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

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

CHAPTER 5:
INTERAGENCY CONSULTATION

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

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

A. INTERAGENCY CONSULTATION

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

The interagency consultation process for the 2015 FTIP, 2014 RTP, and corresponding Conformity Analysis began on the September 2013 IAC conference call. Discussion topics included the draft schedule, procedures and documentation, including analysis years. In August

2013, the Draft Conformity Analysis Years, Latest Planning Assumptions and Transportation Modeling, Air Quality Modeling, Transportation Control Measures, and Draft Conformity Procedures for Regional Emissions Estimates were transmitted for IAC. EPA and FHWA provided concurrence in September 2013. EPA and FHWA concurrence for the draft boilerplate document was provided in January 2014. Minor editorial updates in response to IAC have been incorporated. In addition, EPA approved the San Joaquin Valley Heavy Duty Diesel Vehicle VMT Recession Adjustment Methodology on January 14, 2014.

Interagency consultation also included the local transportation providers in the MPO region. Fresno COG has a Memorandum of Understanding (MOU) with Fresno Area Express (FAX), Fresno County Rural Transit Agency (FCRTA) and Clovis Stageline Transit Services (Clovis Transit) regarding transit planning in Fresno County. The 2015 FTIP and 2014 RTP are developed in consultation with these transit agencies, as well as the 15 incorporated cities and the County of Fresno. The Fresno Council of Governments worked with these providers through the Fresno COG Transportation Technical Committee, the Policy Advisory Committee and the Fresno COG Policy Board to develop and approve the FTIP/RTP, and the corresponding conformity analysis. In addition to the cities and the county, many of these committees include representatives from Caltrans District 6. The draft 2015 FTIP and the draft 2014 RTP were included as agenda items for the monthly committee meetings in March, April and May 2014. In addition Fresno COG publishes two electronic newsletters: the monthly "COG Board Actions Newsletter" and the weekly "Coming Up…At Fresno COG" which are widely distributed to all interested individuals and stakeholders.

The Draft 2014 RTP, 2015 FTIP, and corresponding Conformity Analysis were released on March 21, 2014 for a 55-day public comment period, followed by Board adoption in June 2014. Federal approval of the 2014 RTP, 2015 FTIP, and Conformity Analysis is anticipated by December 14, 2014.

B. PUBLIC CONSULTATION

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

All MPOs in the San Joaquin Valley have standard public involvement procedures The Fresno COG adopted consultation process and policy for conformity analysis includes a 30-day comment period followed by a public hearing. For the 2014 RTP and 2015 FTIP process Fresno COG will use a 55-day comment period including two public hearings. 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 transportation conformity regulation for TIP/RTP assessments are: (1) the TIP and RTP must pass an emissions budget test with a budget that has been found to be adequate by EPA for transportation conformity purposes, or an interim emission test; (2) the latest planning assumptions and emission models must be employed; (3) the TIP and RTP must provide for the timely implementation of transportation control measures (TCMs) specified in the applicable air quality implementation plans; and (4) consultation. The final determination of conformity for the TIP/RTP is the responsibility of the Federal Highway Administration and the Federal Transit Administration.

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

This chapter presents the results of the conformity tests, satisfying the remaining requirement of the transportation conformity regulation. Separate tests were conducted for carbon monoxide (CO), 8-hour ozone (ROG and NOx), PM-10 and PM2.5. The applicable conformity tests were reviewed in Chapter 1. For each test, the required emissions estimates were developed using the transportation and emission modeling approaches required under the transportation conformity regulation and summarized in Chapters 2 and 3. The results are summarized below, followed by a more detailed discussion of the findings for each pollutant. Table 6-1 presents results for CO, ozone (ROG/NOx), PM-10 (PM-10/NOx), and PM2.5 (PM2.5/NOx) respectively, in tons per day for each of the horizon years tested.

For carbon monoxide, the applicable conformity test is the emissions budget test, using the budgets established in the 2004 Revision to the California State Implementation Plan for Carbon Monoxide. The carbon monoxide budgets were approved by EPA for conformity purposes, effective January 30, 2006. The modeling results indicated that the on-road vehicle CO emissions predicted for the “Build” scenario for 2017 are less than the 2010 emissions budgets and 2018, 2025, 2035 and 2040 are less than the 2018 emissions budget. The TIP/RTP therefore satisfy the conformity emissions test for carbon monoxide.

For ozone, the applicable conformity test is the emissions budget test, using the 2007 Ozone Plan (as revised in 2011) budgets established for ROG and NOx for an average summer (ozone) season day. EPA approved the Plan and conformity budgets (as revised in 2011) on March 1, 2012, effective April 30. The modeling results for all analysis years indicate that the on-road vehicle ROG and NOx emissions predicted for each of the “Build” scenarios are less than the emissions budgets. The TIP/RTP therefore satisfy the conformity emissions test for volatile organic compounds and nitrogen oxides.

For PM-10, the applicable conformity test is the emissions budget test, using the 2007 PM-10 Maintenance Plan budgets for PM-10 and NOx. This Plan was approved (with minor technical corrections to the conformity budgets) by EPA on November 12, 2008. The modeling results for all analysis years indicate that the PM-10 emissions predicted for the "Build" scenarios are less than the emissions budget for 2020. The TIP/RTP therefore satisfy the conformity emissions tests for PM-10.

1997 Standards: For PM2.5, the applicable conformity test is the emission budget test, using budgets established in the 2008 PM2.5 Plan. EPA approved the 2008 PM2.5 Plan (as revised in 2011) November 9, 2011 (effective January 9, 2012). The modeling results for all analysis years indicate that the on-road vehicle PM2.5 and NOx emissions predicted for the "Build" scenarios are less than the emissions budget. The TIP/RTP therefore satisfy the conformity emissions test for PM2.5 and nitrogen oxides.

2006 Standard: In accordance with Transportation Conformity Rule PM2.5 and PM10 Amendments published on March 24, 2010 (effective April 23, 2010) for 2006 PM2.5 NAAQS Nonattainment areas, if a 2006 PM2.5 area has adequate or approved SIP budgets that address the 1997 standards, it must use the budget test. For PM2.5, the applicable conformity test is the emission budget test, using budgets established in the 2008 PM2.5 Plan (as revised in 2011). EPA approved the 2008 PM2.5 Plan (as revised in 2011) November 9, 2011 (effective January 9, 2012) The modeling results for all analysis years indicate that the on-road vehicle PM2.5 and NOx emissions predicted for the "Build" scenarios are less than the emissions budget. The TIP/RTP therefore satisfy the conformity emissions test for PM2.5 and nitrogen oxides.

As all requirements of the Transportation Conformity regulation have been satisfied, a finding of conformity for the Draft 2015 Federal Transportation Improvement Program and the 2014 Regional Transportation Plan is supported.

Table 6-1:
Conformity Results Summary

Table 6-1
2014 RTP Conformity Results Summary -- FRESNO

Pollutant	Scenario	Emissions Total	DID YOU PASS?
		CO (tons/day)	CO
Carbon Monoxide	2010 Budget	240	
	2017	65	YES
	2018 Budget	240	
	2018	62	YES
	2025	44	YES
	2035	40	YES
	2040	42	YES

		ROG (tons/day)	NOx (tons/day)	ROG	NOx
Ozone	2014 Budget	10.7	30.0		
	2014	8.4	27.4	YES	YES
	2017 Budget	9.3	22.6		
	2017	6.7	20.3	YES	YES
	2020 Budget	8.3	17.7		
	2020	5.8	16.1	YES	YES
	2023 Budget	8.0	13.5		
	2023	5.3	12.0	YES	YES
	2032	4.8	11.2	YES	YES
	2040	4.9	11.7	YES	YES

		PM-10 (tons/day)	NOx (tons/day)	PM-10	NOx
PM-10	2020 Budget	16.1	23.2		
	2020	7.0	14.6	YES	YES
	2020 Budget	16.1	23.2		
	2025	7.4	9.9	YES	YES
	2020 Budget	16.1	23.2		
	2035	7.9	9.2	YES	YES
	2020 Budget	16.1	23.2		
	2040	8.0	9.8	YES	YES

		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
1997 PM2.5 24-Hour & Annual Standards and 2006 24-Hour Standard	2014 Budget	1.1	31.4		
	2014	1.0	29.2	YES	YES
	2014 Budget	1.1	31.4		
	2017	0.8	21.5	YES	YES
	2014 Budget	1.1	31.4		
	2025	0.9	12.3	YES	YES
	2014 Budget	1.1	31.4		
	2035	1.0	11.6	YES	YES
	2014 Budget	1.1	31.4		
	2040	1.0	12.2	YES	YES

REFERENCES

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

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

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

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

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

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

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

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

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

APPENDIX A

CONFORMITY CHECKLIST

CONFORMITY ANALYSIS DOCUMENTATION

FHWA Checklist for MPO TIPs/RTPs

June 27, 2005

40 CFR	Criteria	Page	Comments
§93.102	Document the applicable pollutants and precursors for which EPA designates the area as nonattainment or maintenance. Describe the nonattainment or maintenance area and its boundaries.	Ch. 1 p.8	
§93.104 (b, c)	Document the date that the MPO officially adopted, accepted or approved the TIP/RTP and made a conformity determination. Include a copy of the MPO resolution. Include the date of the last prior conformity finding.	E.S. p.1	
§93.104 (e)	If the conformity determination is being made to meet the timelines included in this section, document when the new motor vehicle emissions budget was approved or found adequate.	N/A	
§93.106 (a)(2)ii	Describe the regionally significant additions or modifications to the existing transportation network that are expected to be open to traffic in each analysis year. Document that the design concept and scope of projects allows adequate model representation to determine intersections with regionally significant facilities, route options, travel times, transit ridership and land use.	Ch. 2, p.26 App. B	
§93.108	Document that the TIP/RTP is financially constrained (23 CFR 450).	E.S. p.1	
§93.109 (a, b)	Document that the TIP/RTP complies with any applicable conformity requirements of air quality implementation plans (SIPs) and court orders.	Ch. 1, 2, 3, 4, 5, 6	
§93.109 (c-k)	Provide either a table or text description that details, for each pollutant and precursor, whether the interim emissions tests and/or the budget test apply for conformity. Indicate which emissions budgets have been found adequate by EPA, and which budgets are currently applicable for what analysis years.	Ch. 1 p.7	
§93.110 (a, b)	Document the use of latest planning assumptions (source and year) at the "time the conformity analysis begins," including current and future population, employment, travel and congestion. Document the use of the most recent available vehicle registration data. Document the date upon which the conformity analysis was begun.	Ch. 2 p.17	

40 CFR	Criteria	Page	Comments
USDOT/EPA guidance	Document the use of planning assumptions less than five years old. If unable, include written justification for the use of older data. (1/18/02)	Ch. 2 p.18	
§93.110 (c,d,e,f)	Document any changes in transit operating policies and assumed ridership levels since the previous conformity determination. Document the use of the latest transit fares and road and bridge tolls. Document the use of the latest information on the effectiveness of TCMs and other SIP measures that have been implemented. Document the key assumptions and show that they were agreed to through Interagency and public consultation.	Ch. 2 p.23	
§93.111	Document the use of the latest emissions model approved by EPA.	Ch. 3 p.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.	Ch. 5 p.44	
§93.113	Document timely implementation of all TCMs in approved SIPs. Document that implementation is consistent with schedules in the applicable SIP and document whether anything interferes with timely implementation. Document any delayed TCMs in the applicable SIP and describe the measures being taken to overcome obstacles to implementation.	Ch. 4, p.39 App. D	
§93.114	Document that the conformity analyses performed for the TIP is consistent with the analysis performed for the Plan, in accordance with 23 CFR 450.324(f)(2).	Analysis addresses both documents	
§93.118 (a, c, e)[i]	For areas with SIP budgets: Document that emissions from the transportation network for each applicable pollutant and precursor, including projects in any associated donut area that are in the Statewide TIP and regionally significant non-Federal projects, are consistent with any adequate or approved motor vehicle emissions budget for all pollutants and precursors in applicable SIPs.	Ch. 6 p.48	
§93.118 (b)	Document for which years consistency with motor vehicle emissions budgets must be shown.	Ch. 1 p.15	
§93.118 (d)	Document the use of the appropriate analysis years in the regional emissions analysis for areas with SIP budgets, and the analysis results for these years. Document any interpolation performed to meet tests for years in which specific analysis is not required.	Ch. 6 p.48	
§93.119[1]	For areas without applicable SIP budgets: Document that emissions from the transportation network for each applicable pollutant and precursor, including projects in any associated donut area that are in the Statewide TIP and regionally significant non-Federal projects, are consistent with the requirements of the "Action/Baseline", "Action/1990" and/or "Action/2002" interim emissions tests as applicable.	N/A	

40 CFR	Criteria	Page	Comments
§93.119 (g)	Document the use of the appropriate analysis years in the regional emissions analysis for areas without applicable SIP budgets.	N/A	
§93.119 (h,i)	Document how the baseline and action scenarios are defined for each analysis year.	N/A	
§93.122 (a)(1)	Document that all regionally significant federal and non-Federal projects in the nonattainment/maintenance area are explicitly modeled in the regional emissions analysis. For each project, identify by which analysis it will be open to traffic. Document that VMT for non-regionally significant Federal projects is accounted for in the regional emissions analysis	Ch. 2, p. 25 App B	
§93.122 (a)(2, 3)	Document that only emission reduction credits from TCMs on schedule have been included, or that partial credit has been taken for partially implemented TCMs. Document that the regional emissions analysis only includes emissions credit for projects, programs, or activities that require regulatory action if: the regulatory action has been adopted; the project, program, activity or a written commitment is included in the SIP; EPA has approved an opt-in to the program, EPA has promulgated the program, or the Clean Air Act requires the program (indicate applicable date). Discuss the implementation status of these programs and the associated emissions credit for each analysis year.	Ch. 2 p.27	
§93.122 (a)(4,5,6)	For nonregulatory measures that are not included in the STIP, include written commitments from appropriate agencies. Document that assumptions for measures outside the transportation system (e.g. fuels measures) are the same for baseline and action scenarios. Document that factors such as ambient temperature are consistent with those used in the SIP unless modified through interagency consultation.	N/A	
§93.122 (b)(1)(i)[ii]	Document that a network-based travel model is in use that is validated against observed counts for a base year no more than 10 years before the date of the conformity determination. Document that the model results have been analyzed for reasonableness and compared to historical trends and explain any significant differences between past trends and forecasts (for per capita vehicle-trips, VMT, trip lengths mode shares, time of day, etc.).	Ch. 2 p. 18, 24	
§93.122 (b)(1)(ii) [2]	Document the land use, population, employment, and other network-based travel model assumptions.	Ch. 2 p.18	
§93.122 (b)(1)(iii) [2]	Document how land use development scenarios are consistent with future transportation system alternatives, and the reasonable distribution of employment and residences for each alternative.	Ch. 2 p.19	
§93.122 (b)(1)(iv) [2]	Document use of capacity sensitive assignment methodology and emissions estimates based on a methodology that differentiates between peak and off-peak volumes and speeds, and bases speeds on final assigned volumes.	Ch. 2 p.22,23	

40 CFR	Criteria	Page	Comments
§93.122 (b)(1)(v) [2]	Document the use of zone-to-zone travel impedances to distribute trips in reasonable agreement with the travel times estimated from final assigned traffic volumes. Where transit is a significant factor, document that zone-to-zone travel impedances used to distribute trips are used to model mode split.	Ch. 2 p.21	
§93.122 (b)(1)(vi) [2]	Document how travel models are reasonably sensitive to changes in time, cost, and other factors affecting travel choices.	Ch. 2 p.21	
§93.122 (b)(2) [2]	Document that reasonable methods were used to estimate traffic speeds and delays in a manner sensitive to the estimated volume of travel on each roadway segment represented in the travel model.	Ch. 2 p.23	
§93.122 (b)(3) [2]	Document the use of HPMS, or a locally developed count-based program or procedures that have been chosen through the consultation process, to reconcile and calibrate the network-based travel model estimates of VMT.	Ch. 2 p.25	
§93.122 (d)	In areas not subject to §93.122(b), document the continued use of modeling techniques or the use of appropriate alternative techniques to estimate vehicle miles traveled	N/A	
§93.122 (e, f)	Document, in areas where a SIP identifies construction-related PM10 or PM2.5 as significant pollutants, the inclusion of PM10 and/or PM2.5 construction emissions in the conformity analysis.	Ch. 3 p.31 App. C	
§93.122 (g)	If appropriate, document that the conformity determination relies on a previous regional emissions analysis and is consistent with that analysis.	N/A	
§93.126, §93.127, §93.128	Document all projects in the TIP/RTP that are exempt from conformity requirements or exempt from the regional emissions analysis. Indicate the reason for the exemption (Table 2, Table 3, traffic signal synchronization) and that the interagency consultation process found these projects to have no potentially adverse emissions impacts.	Ch. 2 p.26 App B	

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

Disclaimers
This checklist is intended solely as an informational guideline to be used in reviewing Transportation Plans and Transportation Improvement Programs for adequacy of their conformity documentation. It is in no way intended to replace or supersede the Transportation Conformity regulations of 40 CFR Parts 51 and 93, the Statewide and Metropolitan Planning Regulations of 23 CFR Part 450 or any other EPA, FHWA or FTA guidance pertaining to transportation conformity or statewide and metropolitan planning. This checklist is not intended for use in documenting transportation conformity for individual transportation projects in nonattainment or maintenance areas. 40 CFR Parts 51 and 93 contain additional criteria for project-level conformity determinations. **Document #46711**

APPENDIX B

TRANPORTATION PROJECT LISTING

EPA Air Quality Screening Criteria

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

Jurisdiction/Agency	TIP/RTP	CTIPs Project ID	Description			Estimated Cost	Conformity Analysis Year (project open to traffic)							
	Project ID	(if available)	Type of Improvement	Facility Name/Route	Project Limits		2014	2017	2020	2023	2025	2032	2035	2040
Caltrans	FRE500758		Widen Ramps at Both Interchanges	41	Interchange Cross Streets:Mckinley & Shields Ave	$8,200,000	X	X	X	X	X	X	X	X
Caltrans	FRE021201	10300000174	Near the city of Fresno, from the Kings County Line to Elkhorn Avenue. Widen from 2 lane to 4 lane expressway.	41	Kings County Line to Elkhorn	$12,680,000		X	X	X	X	X	X	X
Caltrans	FRE500759		Add 1 SB Auxilary Lane	41	El Paso to Friant	$13,970,000		X	X	X	X	X	X	X
Caltrans	FRE071005	20300000439	In Fresno- SR 41, Bullard Avenue to Herndon Avenue add NB Auxillary lane	41	Bullard to Herndon	$14,950,000	X	X	X	X	X	X	X	X
Caltrans	FRE500767		SR 41-Tulare to O Street: Widen Auxilary Lane/Improve Ramps (Project J in the Measure C Urban Regional Program)	41	Tulare Ave to O Street	$21,590,000				X	X	X	X	X
Caltrans	FRE071201	20300000444	SR 99 from SR 201 to Tulare Co Line - widen 4-lane to 6-lane freeway.	99	SR 201 to Tulare Co Line	$1,000	X	X	X	X	X	X	X	X
Caltrans	FRE071202	10300000262	In the City of Fresno, from Ashlan Ave overcrossing to 0.2 miles north of Grantland Ave. undercrossing, widen 4-lane freeway to 6-lane freeway.	99	Ashlan to Grantland	$38,350,000	X	X	X	X	X	X	X	X
Caltrans	FRE071203	20300000575	In Fresno and Madera Counties and in and near the City of Fresno, from 0.2 miles south of Grantland Ave to 0.6 miles north of Avenue 7. Widen 4-lane freeway to 6-lane freeway.	99	0.2 miles south of Grantland to 0.6 miles north of Ave 7	$66,050,000		X	X	X	X	X	X	X
Caltrans	FRE500766		State Route 99 from Clinton Avenue to Ashlan Avenue; Westerly shift/realignment. Reconstruction of Clinton Avenue Interchange including the Clinton Avenue overcrossing, the two rail grade separations over UPRR tracks, and replacement of Clinton Avenue and Ashlan Avenue. Ramp closure at Dakota Avenue, Shields Avenue, and Princeton Avenue in the southbound direction of SR 99 and modification/re-routing of various local streets on the west side of SR 99.	99	Clinton Ave to Ashlan Ave	$189,500,000			X	X	X	X	X	X
Caltrans	FRE021107	10300000177	Near Centerville, from Academy Avenue (Quality Ave.) to Trimmer Springs Road. Construct 4 lane expressway on new alignment. (Measure C Project C in the Rural Regional Program)	180	Quality to Trimmer Springs	$43,600,000		X	X	X	X	X	X	X

Jurisdiction/Agency	TIP/RTP	CTIPs Project ID	Description			Estimated Cost	Conformity Analysis Year (project open to traffic)							
	Project ID	(if available)	Type of Improvement	Facility Name/Route	Project Limits		2014	2017	2020	2023	2025	2032	2035	2040
Caltrans	FRE021106	10300000176	Near Centerville, from Temperance Avenue to Academy Avenue (Quality). Construct 4 lane expressway on new alignment.	180	Temperance to Quality	$71,813,991	X	X	X	X	X	X	X	X
Caltrans	FRE021108	10300000178	Kings Canyon Expressway-Segment 3 (Near Centerville and Minkler, on Route 180 from west of Smith Avenue to east of Frankwood Avenue. Construct 4 lane expressway on existing alignment.) [Measure C Project D in the Rural Regional Program]	180	Trimmer Springs to Frankwood	$90,948,000			X	X	X	X	X	X
Caltrans	FRE021105	10300000175	In and near Fresno from Clovis Ave to Temperance Ave. Construct 6-lane freeway from Clovis Ave to Fowler Av and 4-lane freeway from Fowler Ave to Temperance Ave.	180	N/A to N/A	$98,530,170	X	X	X	X	X	X	X	X
Caltrans	FRE500490		Grade seperation	Ashlan	UPRR to SR 99	$7,600,000							X	X
Caltrans	FRE111352	20300000752	American Ave @ SR 99-Interchange Improvements	N/A	Interchange Cross Streets:American Ave & SR 99	$10,385,000						X	X	X
Caltrans	FRE500520		Replace bridge structures and widen Floral	N/A	Interchange Cross Streets:SR 99 & SR 43	$13,000,000							X	X
Caltrans	FRE111351	20300000748	Interchange Improvements	N/A	Interchange Cross Streets:I5 & SR 198	$18,236,000						X	X	X
Caltrans	FRE500518		Upgrade Interchange	N/A	Interchange Cross Streets:Central & Chestnut	$72,500,000						X	X	X
Caltrans	FRE111355	20300000756	North/Cedar/SR 99-Improve Interchange	N/A	North Ave to Cedar	$81,605,000						X	X	X
Caltrans	FRE500521		Improve interchange	N/A	Interchange Cross Streets:SR 99 & Shaw	$86,000,000							X	X
Caltrans	FRE500513		Passing Lanes	SR 180 W	James to Lake	$11,782,000			X	X	X	X	X	X
Caltrans	FRE500514		2 Lane on New E-W Alignment	SR 180 W	I-5 to Junction SR 33/SR180	$223,000,000							X	X
Caltrans	FRE500570		Add 1 NB Auxiliary Lane	SR 41	Ashlan to Shaw	$7,000,000							X	X
Caltrans	FRE500516		Add NB Auxiliary Lanes	SR 41	O Street to Shields	$19,500,000							X	X
Clovis	FRE092502	20300000555	Ashlan Ave: Between Armstong to McKelvy; widen from 3 LD to 4 LD, including median landscaping.	Ashlan	Armstrong to McKelvy	$812,400	X	X	X	X	X	X	X	X
Clovis	FRE500615		3LU to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Utility Relocation, Fiber Optics	Ashlan	Dewolf to Leonard	$1,100,000		X	X	X	X	X	X	X
Clovis	FRE500614		3 LD to 4 LD Including Median Landscaping, some portions already exist as 4LD	Ashlan	McKelvy to Temperance	$1,100,000	X	X	X	X	X	X	X	X

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Clovis	FRE500616		2LU to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	Ashlan	Leonard to Highland	$3,300,000			X	X	X	X	X	X
Clovis	FRE500454		2LU to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Utility Relocation, Fiber Optics, Traffic Signal at Ashlan and McCall	Ashlan	Thompson to McCall	$3,575,000					X	X	X	X
Clovis	FRE500471		2LU to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Utility Relocation, Fiber Optics, Traffic Signal at Ashlan and Highland	Ashlan	Highland to Thompson	$4,325,000			X	X	X	X	X	X
Clovis	FRE500680		3LD to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics, Traffic Signal at Nees	Clovis	Nees to Teague	$1,100,000	X	X	X	X	X	X	X	X
Clovis	FRE500682		Unconstructed to 6 LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics, Bridge at Enterprise Canal	Clovis	Behymer to Copper	$11,000,000					X	X	X	X
Clovis	FRE500681		Construct new 6L Divided Arterial, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics, Traffic Signal at Perrin	Clovis	Behymer to Shepherd	$11,000,000			X	X	X	X	X	X
Clovis	FRE500687		2LU to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	Copper	Willow to Clovis	$10,000,000						X	X	X
Clovis	FRE500708		2LU to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics, Bridge at Enterprise Canal	Fowler	Nees to (Shepherd) Enterprise Bridge	$6,500,000			X	X	X	X	X	X
Clovis	FRE092505	20300000558	Herndon Ave.: Between Fowler and Tollhouse; widen from 4 LD to 6 LD.	Herndon	Fowler to Tollhouse	$586,600	X	X	X	X	X	X	X	X
Clovis	FRE092503	20300000556	Herndon Ave: Between Clovis Avenue and Fowler Avenue; widen, provide dual left turn lanes, install traffic signal, sidewalks, median, curb & gutter. (Measure C Project K2 in the Urban Regional Program)	Herndon	Clovis to Fowler	$2,063,000	X	X	X	X	X	X	X	X
Clovis	FRE040601	20300000334	Herndon Ave. between Willow Ave. and Clovis Ave. Widen from two lanes to three lanes of travel in each direction, construct curb & gutter & bicycle lanes, install street lights.	Herndon	Willow to Clovis	$4,006,000	X	X	X	X	X	X	X	X
Clovis	FRE500736		2LU to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	Herndon	DeWolf to McCall	$12,000,000						X	X	X

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Clovis	FRE111347	20300000734	Widen from 2 LU to 6 LD; dual lefts; traffic signal; sidewalk (part of Measure C Project K3 in the Urban Regional Program-split between FRE's 111347 and 111348)	Herndon Ave	Locan to De Wolf	$6,201,500			X	X	X	X	X	X
Clovis	FRE111348	20300000738	Widen from 2 LU to 6 LD; dual lefts; traffic signal; sidewalk (part of Measure C Project K3 in the Urban Regional Program-split between FRE's 111347 and 111348)	Herndon Ave	Intersection Temperance to Locan	$6,201,500			X	X	X	X	X	X
Clovis	FRE500394		2LU to 6LD, Sidewalks, Bike Lanes,Street Lights, Curb and Gutter, Fiber Optics	McCall	Bullard to Herndon	$7,000,000						X	X	X
Clovis	FRE500395		2LU to 6LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics, Bridge at Enterprise	McCall	Shaw to Bullard	$7,000,000						X	X	X
Clovis	FRE500393		2LU to 6LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	McCall	Griffith to Shaw	$9,000,000						X	X	X
Clovis	FRE500396		Unconstructed to 6 LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	McCall	Herndon to Shepherd	$17,000,000							X	X
Clovis	FRE500408		3LD to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optic, Traffic Signal at Nees and Armstrong	Nees	Armstrong to Temperance	$1,175,000			X	X	X	X	X	X
Clovis	FRE500411		3LD to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	Nees	Minnewawa to Clovis	$1,200,000			X	X	X	X	X	X
Clovis	FRE500409		2LU to 4LD Complete Incomplete Portions, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	Nees	Sunnyside to Fowler	$2,200,000			X	X	X	X	X	X
Clovis	FRE500407		2LU to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optic	Nees	Temperance to Locan	$2,600,000			X	X	X	X	X	X
Clovis	FRE500412		2LU to 4LD Complete Incomplete Street Portions, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	Nees	Fowler to Armstrong	$2,700,000			X	X	X	X	X	X
Clovis	FRE500413		Unconstructed to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	Nees	Locan to Alluvial Alignment	$3,300,000			X	X	X	X	X	X
Clovis	FRE500410		2LU to 4LD Complete incomplete portions, Traffic Signal at Nees and Sunnyside	Nees	Clovis to Fowler	$4,025,000			X	X	X	X	X	X

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Clovis	FRE111374	20300000775	Nees Avenue from Willow Avenue to Peach Avenue; Complete 12 foot westbound outside travel lane, add street lights, and AC Overlay.	Nees Ave	Willow Ave to Peach Ave	$539,727	X	X	X	X	X	X	X	X
Clovis	FRE090603	20300000491	Center travel lane improvements, 2 LU to 2LU with 2WLTL on Nees Avenue from Sunnyside to Armstrong Avenues	Nees Ave	Sunnyside to Armstrong	$753,400	X	X	X	X	X	X	X	X
Clovis	FRE092506	20300000559	Shaw Ave.: Between Clovis Ave. and Temperance Ave.; widen from 4 LD to 6 LD.	Shaw	Clovis to Temperance	$311,100	X	X	X	X	X	X	X	X
Clovis	FRE500444		4 LU to 6 LD	Shaw	Carson to Locan	$850,000	X	X	X	X	X	X	X	X
Clovis	FRE111325	20300000732	Widen from 2 LU to 6 LD; curb & gutter; street lights; sidewalk; traffic signal (Measure C Project L1 in the Urban Regional Program)	Shaw	Locan to Maine	$1,934,000		X	X	X	X	X	X	X
Clovis	FRE111326	20300000733	6 LN Divided expressway; outside travel lane; curb & gutter; street lights; median; landscaping; under crossing (part of Measure C Project L2 in the Urban Regional Program-split between FRE's 111326 and 111339)	Shaw	Highland to McCall Ave	$5,168,000			X	X	X	X	X	X
Clovis	FRE111339	20300000755	6 LN Divided expressway; travel lane; curb & gutter; street lights; median; landscaping; under crossing (part of Measure C L2 in the Urban Regional Program-split between FRE's 111326 and 111339)	Shaw Ave	DeWolf to Highland	$5,168,000			X	X	X	X	X	X
Clovis	FRE500500		3LU to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	Shepherd	Armstrong to Temperance	$1,000,000					X	X	X	X
Clovis	FRE500492		2LU to 3LD, Sidewalks, Bike Lanes, Street Lgihts, Curb and Gutter, Fiber Optics	Shepherd	Clovis to Fowler	$1,200,000		X	X	X	X	X	X	X
Clovis	FRE500499		3LD to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics, Traffic Signal at Shepherd and Armstrong	Shepherd	Fowler to Armstrong	$1,245,000					X	X	X	X
Clovis	FRE500496		3LD to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics, Traffic Signal at Shepherd and Locan	Shepherd	Temperance to Dewolf	$2,325,000					X	X	X	X
Clovis	FRE500494		3LU to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics, Traffic Signal at Shepherd and Peach	Shepherd	Willow to Clovis	$3,425,000			X	X	X	X	X	X

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Clovis	FRE500498		3LD to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	Shepherd	Clovis to Fowler	$4,300,000			X	X	X	X	X	X
Clovis	FRE500493		2LU to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optic	Shepherd	Tollhouse to Del Rey	$12,000,000						X	X	X
Clovis	FRE092512	20300000565	Temperance Ave.: From 650' N/O Ashlan Ave. to Gould Canal; widen from 2 LU to 4 LD.	Temperance	650' N/O Ashlan to Gould Canal	$565,000	X	X	X	X	X	X	X	X
Clovis	FRE090602	20300000490	Center and outside travel lane improvements on Temperance Avenue north and south of Sierra Avenue. Widen to two lanes of travel in each direction.	Temperance	N/O Sierra to S/O Sierra	$603,500		X	X	X	X	X	X	X
Clovis	FRE092508	20300000561	Temperance Ave.: Between Ashlan and Gettysburg; widen from 2 LU to 4 LD.	Temperance	Ashlan to Gettysburg	$1,107,200	X	X	X	X	X	X	X	X
Clovis	FRE092509	20300000562	Temperance Ave: From Enterprise Canal to Shepherd; Widen from 3 LD to 4 Lane Divided Expressway/Arterial & Install Traffic Signal at Nees and paving, curb & gutter, sidewalk, irrigation, street lights, and landscaping. (Measure C Project E1 in the Urban Regional Program)	Temperance Ave	Enterprise Canal to Shepherd	$2,163,000		X	X	X	X	X	X	X
Clovis	FRE111310	20300000728	Widen to 4LN Divided Expressway/Arterial; Traffic Signal	Temperance Ave	North of Sierra to South of Sierra	$2,892,000	X	X	X	X	X	X	X	X
Clovis	FRE500529		2LU to 3LU, w/TWLTL, Sidewalks, Bike Route, Street Lights, Curb and Gutter, Fiber Optics	Tollhouse	Stanford to Fowler	$160,000			X	X	X	X	X	X
Clovis	FRE500468		2LU to 3LU, W/2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	Tollhouse	Locan to Shepherd	$10,000,000			X	X	X	X	X	X
Clovis	FRE111303	20300000649	Construct curb, gutter, AC pavement and pedestrian sidewalk improvements, including ADA compliant curb returns, striping, and the relocation of utilities. Construct outside travel Lane on East side; street lights, median curb, landscaping and bike lane. Measure C Project D3 in the Urban Regional Program.	Willow	Alluvial to 1/8 mile North of Alluvial	$693,017	X	X	X	X	X	X	X	X
Clovis	FRE092518	20300000578	Willow Ave.: From Teague to Shepherd. Construct outside travel lane on east side of the Clovis and Fresno segment.	Willow	Teague to Shepherd	$1,144,300	X	X	X	X	X	X	X	X

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Clovis	FRE092507	20300000560	Shepherd Ave.: From Willow to 1/2 mile east; widen from 2 LU to 3 LD.	Willow	Willow to 1/2 milw e/o Willow	$1,623,000	X	X	X	X	X	X	X	X
Clovis	FRE111341	20300000751	Construct 2nd & 3rd Lanes; curb & gutter, concrete median, landscaping & irrigation; Signal @ Perrin (part of Measure C Project D1 in the Urban Regional Program-split between FRE's 111332, 111340, 111341, 111342)	Willow Ave	Behymer to International	$1,985,500			X	X	X	X	X	X
Clovis	FRE111342	20300000746	Construct 2nd & 3rd Lanes; curb & gutter, concrete median, landscaping & irrigation; Signal @ Perrin (part of Measure C Project D1 in the Urban Regional Program-split between FRE's 111332, 111340, 111341, 111342)	Willow Ave	International to Copper Ave	$1,985,500			X	X	X	X	X	X
Clovis	FRE111340	20300000741	Construct 2nd & 3rd NB Lanes; curb & gutter, concrete median, landscaping & irrigation; Signal @ Perrin (part of Measure C Project D1 in the Urban Regional Program-split between FRE's 111332, 111340, 111341, 111342)	Willow Ave	Perrin to Behymer	$1,985,500			X	X	X	X	X	X
Clovis	FRE500757		Complete widening to 6LD where needed and add bike lanes	Willow Avenue	Barstow to Copper Ave	$230,000		X	X	X	X	X	X	X
Clovis	FRE111332	20300000744	Construct 2nd & 3rd NB Lanes; curb & gutter, concrete median, landscaping & irrigation; Signal @ Perrin (part of Measure C Project D1 in the Urban Regional Program-split between FRE's 111332, 111340, 111341, 111342)	Willow Avenue	Shepherd Ave to Perrin Ave	$1,985,500			X	X	X	X	X	X
Fresno	FRE500602		2 LU to 3 LU with bike lanes and sidewalks	American	Orange to Maple	$2,500,000							X	X
Fresno	FRE092513	20300000566	Ashlan Ave.: From Cornelia Ave. to Blythe Ave.; widen from 2 LD to 4 LD.	Ashlan	Cornelia Ave to Blythe Ave	$400,000		X	X	X	X	X	X	X
Fresno	FRE500574		2 LD to 4 LD	Ashlan	Grantland to Bryan	$650,000					X	X	X	X
Fresno	FRE500617		2 LU to 4 LD with bike lanes and sidewalks	Ashlan	Polk to Cornelia	$1,500,000					X	X	X	X
Fresno	FRE500618		2 LD to 4 LD with bike lanes and sidewalks	Ashlan	Bryan to Polk	$3,500,000					X	X	X	X
Fresno	FRE500632		3 LU to 4 LD (add WB lane), bike lane and sidewalks	Belmont	Fowler to Armstrong	$900,000					X	X	X	X
Fresno	FRE500633		2 LU to 4 LD with sidewalks and bike lanes	Belmont	Armstrong to Temperance	$1,800,000					X	X	X	X
Fresno	FRE500631		3 LD to 4 LD (add WB Lane), bike lane and sidewalk	Belmont	Clovis to Fowler	$2,200,000						X	X	X
Fresno	FRE500634		2 LU to 4 LD with bike lanes, sidewalks	Belmont	Grantland to Brawley	$5,000,000							X	X
Fresno	FRE500575		2 LU & 4LU to 4 LD with bike lanes and sidewalks	Belmont	Brawley to SR 99	$12,000,000							X	X

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Fresno	FRE500640		2 LU to 4 LD with bike lanes, sidewalks	Brawley	Palo Alto to Herndon	$600,000			X	X	X	X	X	X
Fresno	FRE500641		2 LU to 4 LD	Brawley	S of Shaw to Ashlan	$2,000,000					X	X	X	X
Fresno	FRE500576		4 LD to 6 LD	Bullard	Blackstone to Fresno	$6,000,000							X	X
Fresno	FRE500685		2 LU to 4 LD with sidewalk, bike lanes	Copper	Cedar to Willow	$3,500,000			X	X	X	X	X	X
Fresno	FRE500684		2 LU to 4 LD	Copper	Friant to Cedar	$5,000,000	X	X	X	X	X	X	X	X
Fresno	FRE500704		2 LU to 2 LD with bike lanes, sidewalks	Elm	Central to North	$2,500,000							X	X
Fresno	FRE500459		2 LU to 3 LU	Fowler	Hamilton to Kings Canyon	$600,000					X	X	X	X
Fresno	FRE500709		2 LU to 4 LD with bike lanes, sidewalks	Fowler	Jensen to Hamilton	$2,500,000						X	X	X
Fresno	FRE500475		Widen Fowler Avenue to a 4-lane divided arterial between Fancher Creek Drive and Belmont Avenue, including bike lanes and sidewalks.	Fowler	Fancher Creek Dr to Belmont	$3,000,000	X	X	X	X	X	X	X	X
Fresno	FRE500710		2 LU to 4 LD with bike lanes, sidewalks	Fowler	Belmont to Gould Canal	$5,000,000						X	X	X
Fresno	FRE500716		6 LD to 8 LD	Friant	SR 41 to Audubon	$3,000,000							X	X
Fresno	FRE500715		4 LD to 6 LD	Friant	Shepherd to Copper	$18,000,000					X	X	X	X
Fresno	FRE500724		Widen from 2 LU to 4 LU with sidewalks and bike lanes	Golden State	Shaw to Ashlan	$2,000,000					X	X	X	X
Fresno	FRE500726		Widen from 2 LU to 4 LU with sidewalks and bike lanes	Golden State	Herndon to Veterans	$2,000,000					X	X	X	X
Fresno	FRE500725		Widen from 2 LU to 4 LU with bike lanes and sidewalks	Golden State	Veterans to Shaw	$5,500,000					X	X	X	X
Fresno	FRE500728		2LD to 4 LD	Grantland	Belmont to Shields	$1,000,000							X	X
Fresno	FRE500730		Widen from 2 LU to 3 LU with bike lanes, sidewalks	Grantland	Shaw to Veterans	$1,500,000					X	X	X	X
Fresno	FRE500729		Widen from 2 LU to 4 LD with bike lanes and sidewalks	Grantland	Shaw to Parkway	$2,500,000						X	X	X
Fresno	FRE500727		2 LU to 6 LD	Grantland	Shields to Ashlan	$4,000,000						X	X	X
Fresno	FRE500564		New 6 LD Superarterial	Grantland/Veterans Blvd	Ashlan to Gettysburg	$1,500,000			X	X	X	X	X	X
Fresno	FRE040621	20300000369	Herndon from Marks to Valentine- Widening to six lanes. Traffic signal modifications and landscaping. (Measure C Project K6 in the Urban Regional Program)	Herndon	Marks to Valentine	$2,984,400	X	X	X	X	X	X	X	X
Fresno	FRE500740		2 LD to 6 LD	Herndon	Brawley to Milburn	$35,000,000			X	X	X	X	X	X

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Fresno	FRE040622	20300000370	Herndon from SR 99 to Weber and Golden State Blvd. Addition of through lanes (2LU to 4LD), turn lanes, bus bays. Modification of at grade railroad crossing. Addition of medians and landscaping. Widen to 6 Ln dual left turn @ Golden State (Measure C Urban Regional Project K7)	Herndon	SR 99 to Weber	$66,897,800	X	X	X	X	X	X	X	X
Fresno	FRE110619	20300000664	Herndon Westbound Auxiliary Lane-Fresno St to SR 41	Herndon Ave	Fresno St to SR 41	$920,500		X	X	X	X	X	X	X
Fresno	FRE130010	20300000787	Herndon Avenue from Brawley to Blythe; Road Rehabilitation and Widening from 4 to 6 Lanes.	Herndon Ave	Brawley to Blythe	$2,864,000		X	X	X	X	X	X	X
Fresno	FRE110620	20300000665	Herndon Avenue Widening from Brawley to Valentine Ave 4 to 6 lanes (Measure C Project K5a)	Herndon Ave	Brawley Ave to Valentine Ave	$3,012,466		X	X	X	X	X	X	X
Fresno	FRE111345	20300000730	Widen to 6 Lanes (Measure C Project K5b in the Urban Regional Program)	Herndon Ave	Milburn to Brawley Ave	$5,516,000			X	X	X	X	X	X
Fresno	FRE111346	20300000731	Widen from 4 LD to 6 LD (Measure C Project K10 in the Urban Regional Program)	Herndon Ave	Weber to Polk	$6,773,000					X	X	X	X
Fresno	FRE111350	20300000750	Widen Herndon, Polk to Milburn from 4LD to 6 LD and widen BNSF Overpass Bridge to 6 LN (Measure C Project K11 in the Urban Regional Program)	Herndon Ave	Polk to Milburn	$7,890,000					X	X	X	X
Fresno	FRE500745		Widen from 2 LU to 3 LU with bike lanes, sidewalks	Hughes	Neilsen to McKinley	$3,250,000						X	X	X
Fresno	FRE500746		2 LU to 3 LU with bike lanes, sidewalks	Hughes	Church to Whites Bridge	$4,250,000						X	X	X
Fresno	FRE500749		2 LU to 4 LD with bike lanes and sidewalks	Jensen	Fruit to Martin Luther King Blvd	$1,900,000						X	X	X
Fresno	FRE500752		2 LU to 4 LD with bike lanes, sidewalks	Jensen	Marks to Fruit	$4,000,000						X	X	X
Fresno	FRE500751		4 LD to 6 LD with Class 1 bike path/trail	Jensen	Clovis to Temperance	$4,000,000					X	X	X	X
Fresno	FRE500370		2 LU to 4 LD	Kings Canyon	Chestnut to Fowler	$1,000,000		X	X	X	X	X	X	X
Fresno	FRE500371		2 LU to 4 LD with bike lanes, sidewalks	Kings Canyon	Armstrong to Temperance	$1,800,000					X	X	X	X
Fresno	FRE500388		2 LU to 3 LU with sidewalks	Marks	Weber to Dakota	$750,000					X	X	X	X
Fresno	FRE500389		2 LU to 4 LD	Marks	McKinley to Parkway	$1,900,000						X	X	X
Fresno	FRE500390		2 LU to 4 LD with bike lanes and sidewalks	Marks	Neilsen to McKinley	$2,400,000					X	X	X	X
Fresno	FRE500392		2 LU to 4 LD with sidewalks and bike lanes	Marks	North to Jensen	$2,600,000							X	X
Fresno	FRE500391		2 LU to 4 LD	Marks	Jensen to Whitesbridge	$3,000,000						X	X	X

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Fresno	FRE500398		Unconstructed to 3 LU with bike lanes, sidewalks	McKinley	Sunnyside to Fowler	$2,000,000						X	X	X
Fresno	FRE500397		2 LU to 3 LU with bike lanes and sidewalks	McKinley	Grantland to Golden State	$3,900,000							X	X
Fresno	FRE501074		Modify interchange to add a direct southbound on-ramp; eliminate Broadway/SR-41 southbound on-ramp; signalize ramp intersections with Van Ness and add ramp metering to new southbound on-ramp.	N/A	Interchange Cross Streets:Van Ness & Broadway	$6,000,000						X	X	X
Fresno	FRE111353	20300000753	Widen Undercrossing to 5 LN	N/A	Intersection Herndon Ave to SR 99	$26,365,000						X	X	X
Fresno	FRE500143		Widen Ramp for NB dual rights, install traffic signal.	NB SR 99 Herndon Off Ramp	Interchange Cross Streets:NB SR 99 Off Ramp & Herndon	$1,000,000		X	X	X	X	X	X	X
Fresno	FRE500567		3 LU to 4 LD	Nees	Maple to Willow	$800,000		X	X	X	X	X	X	X
Fresno	FRE500422		2 LU to 3 LU with bike lanes, sidewalks	North	Walnut to Hwy 41	$2,800,000							X	X
Fresno	FRE500418		2 LU to 4 LU with bike lanes, sidewalks	North	Cedar to Chestnut	$4,000,000							X	X
Fresno	FRE500481		Reconstruct interchange to widen North Ave to 4 lanes from Orange to Cedar, including signalization and widening of the freeway ramps, bike lanes and sidewalks	North	Orange to Cedar	$40,000,000						X	X	X
Fresno	FRE500491		Reconfigure for SB dual rights; and EB dual lefts on Divisadero at NB on ramp	On/Off Ramps	Intersection SR 41 to Divisadero	$2,500,000					X	X	X	X
Fresno	FRE500431		2 LU to 4 LD	Peach	Kings Canyon to Belmont	$12,000,000		X	X	X	X	X	X	X
Fresno	FRE092520	20300000580	In the city of Fresno, on Peach Avenue from Belmont to Kings Canyon. Widen to 4 lanes and construct landscaped median. (Measure C Project I3 in the Urban Regional Program)	Peach	Belmont to Kings Canyon	$12,311,000	X	X	X	X	X	X	X	X
Fresno	FRE111316	20300000729	Widen Peach, Jensen to Butler to 4 Lanes (Measure C Project I2A, I2B, I2C in the Urban Regional Program)	Peach Ave	Jensen to Butler	$10,219,000	X	X	X	X	X	X	X	X
Fresno	FRE500437		Widen from 2 LD to 4 LD with bike lanes, sidewalks	Polk	Olive to McKinley	$2,000,000						X	X	X
Fresno	FRE500438		Unconstructed to 4 LD with bike lanes, sidewalks	Polk	Olive to Belmont	$2,600,000							X	X
Fresno	FRE500440		Widen from 2 LU to 4 LD with bike lanes, sidewalks	Polk	McKinley to Shields	$3,700,000							X	X
Fresno	FRE500441		Widen from 2 LU to 4 LD with bike lanes, sidewalks	Polk	Shields to Gettysburg	$4,000,000							X	X

Jurisdiction/Agency	TIP/RTP	CTIPs Project ID	Description			Estimated Cost	Conformity Analysis Year (project open to traffic)							
	Project ID	(if available)	Type of Improvement	Facility Name/Route	Project Limits		2014	2017	2020	2023	2025	2032	2035	2040
Fresno	FRE500439		Widen from 2 LU to 4 LD with bike lanes and sidewalks.	Polk	Gettysburg to Shaw	$5,000,000						X	X	X
Fresno	FRE500447		4 LD to 6 LD (retrofit)	Shaw	Blythe to Brawley	$600,000						X	X	X
Fresno	FRE500591		2 LU to 4 LD with bike lanes, sidewalks	Shaw	Garfield to Veterans Blvd	$3,000,000							X	X
Fresno	FRE501078		Widen from 2 LU to 4 LD with bike lanes, sidewalks, traffic signals and synchronization	Shaw	Garfield to Polk	$7,000,000						X	X	X
Fresno	FRE500495		2 LD to 4 LD with bike lanes	Shepherd	Chestnut to Willow	$500,000				X	X	X	X	X
Fresno	FRE500497		2 LU to 4 LD with bike lanes and sidewalks	Shepherd	Cedar to Maple	$1,000,000						X	X	X
Fresno	FRE500503		2 LU to 4 LD with bike lanes, sidewalks	Shields	Sunnyside to Fowler	$1,500,000			X	X	X	X	X	X
Fresno	FRE500502		2 LU to 3 LU with bike lanes, sidewalks	Shields	Cornelia to Parkway	$2,000,000						X	X	X
Fresno	FRE500504		2 LU to 3 LU with bike lanes, sidewalks	Shields	Grantland to Cornelia	$5,000,000							X	X
Fresno	FRE500146		Auxiliary Lane	SR 41 Auxiliary Lane	Gettysburg Overcross to Shaw Exit Ramp	$4,000,000					X	X	X	X
Fresno	FRE500526		Widen from 2 LU to 6 LD with bike lanes, trail, sidewalks	Temperance	Belmont to Dakota	$20,000,000							X	X
Fresno	FRE500527		2 LU to 6 LD with bike lanes, trail, sidewalks	Temperance	Jensen to Belmont	$24,000,000							X	X
Fresno	FRE111312	20300000726	Widen to 4 LN Divided Arterial (Measure C Project F in the Urban Regional Program)	Ventura	SR 41 to SR 99	$6,338,000	X	X	X	X	X	X	X	X
Fresno	FRE500537		Widen from 4 LD to 6 LD with bike lanes	Veterans Blvd	Shaw to Barstow	$1,100,000						X	X	X
Fresno	FRE500535		Widen from 4 LD to 6 LD with bike lanes, Class 1 trail	Veterans Blvd	Riverside to Herndon	$1,900,000					X	X	X	X
Fresno	FRE500536		Unconstructed to 6 LD	Veterans Blvd	Gettyburg to Shaw	$3,000,000						X	X	X
Fresno	FRE500562		New 4 LD Superarterial with trail, bike lanes, sidewalks	Veterans Blvd	Bullard-Riverside to Herndon	$4,500,000			X	X	X	X	X	X
Fresno	FRE500561		New 4 LD Superarterial with Class 1 bike path	Veterans Blvd	Shaw to Barstow	$6,000,000			X	X	X	X	X	X
Fresno	FRE111328	20300000735	Veterans Blvd Barstow to Bullard-Bryan. New 6 LD Super Arterial, Freeway Interchange & Grade Seperation @ SR 99	Veterans Blvd	Barstow to Bullard-Bryan	$105,620,000				X	X	X	X	X
Fresno	FRE111329	20300000736	New 4 LD Super arterial from Shaw to Barstow & from Bullard-Bryan to Herndon and Connect Interchange to Shaw & Herndon (per NEPA)	Veterans Blvd Interchange	Shaw to Herndon	$38,592,000				X	X	X	X	X
Fresno	FRE500547		2 LU to 4 LU w/bike lanes, sidewalks	West	Kearney to Whitesbridge	$900,000					X	X	X	X
Fresno	FRE500546		2 LU to 4 LD with bike lanes, sidewalks	West	Jensen to Kearney	$6,000,000							X	X

Jurisdiction/Agency	TIP/RTP	CTIPs Project ID	Description			Estimated Cost	Conformity Analysis Year (project open to traffic)							
	Project ID	(if available)	Type of Improvement	Facility Name/Route	Project Limits		2014	2017	2020	2023	2025	2032	2035	2040
Fresno	FRE500549		2 LU to 3 LU with bike lanes, sidewalks	Whitesbridge	Valentine to West	$3,000,000							X	X
Fresno	FRE500452		2 LD to 6 LD	Willow	Nees to Powers	$1,000,000		X	X	X	X	X	X	X
Fresno	FRE501083		Widen southbound Willow from 2 to 3 lanes with bike lanes and Class 1 trail	Willow	Alluvial to Herndon	$2,000,000			X	X	X	X	X	X
Fresno	FRE500065		Southbound 1 lane to 3 lanes including bike lanes	Willow	Shepherd Ave to Copper	$3,000,000			X	X	X	X	X	X
Fresno	FRE070609	20300000381	Operational improvements to relieve congestion and reduce delay on Willow Ave. This project will add 2 additional southbound lanes within the project limits. (Measure C Project D5A in the Urban Regional Program)	Willow	0.25 miles South of Nees to Shepherd	$4,079,900	X	X	X	X	X	X	X	X
Fresno	FRE111306	20300000687	Willow-International to Copper Southbound: Widen to 3 Lanes(Measure C Project D6 in the Urban Regional Program)	Willow Avenue	International Ave to Copper Ave	$714,000			X	X	X	X	X	X
Fresno	FRE111307	20300000724	Widen to 3 SB Lanes (Measure C Project D7 in the Urban Regional Program)	Willow Avenue	Herndon Ave to Alluvial Ave	$1,609,000			X	X	X	X	X	X
Fresno	FRE111308	20300000725	Retrofit to 6 Lanes Bike Path Barstow/Escalon Dual left turn lane Willow/Bullard (Measure C Project D8 in the Urban Regional Program)	Willow Avenue	Barstow to Escalon	$2,367,000	X	X	X	X	X	X	X	X
Fresno County	FRE092516	20300000574	Academy Ave.: Between Manning and Mountain View. Improve 2 lane facility.	Academy	Manning to Mountain View	$4,929,000	X	X	X	X	X	X	X	X
Fresno County	FRE500603		2 LU to 4 LD	American	SR 41 to SR 99	$6,500,000						X	X	X
Fresno County	FRE500620		2 LU to 4 LD	Auberry	Copper to Millerton (W)	$51,050,000						X	X	X
Fresno County	FRE500473		2 LU to 4 LD	Central	Goldenstate to Willow	$1,000,000						X	X	X
Fresno County	FRE500667		2 LU to 4 LD	Central	SR 99 to Golden State	$1,000,000		X	X	X	X	X	X	X
Fresno County	FRE500585		2 LU to 4 LD	Central	Willow to Clovis	$3,000,000						X	X	X
Fresno County	FRE500456		2 LU to 4 LD	Chestnut	American to SR 99	$2,000,000						X	X	X
Fresno County	FRE500511		2 LU to 4 LD	Manning	Alta to Hill	$6,000,000					X	X	X	X
Fresno County	FRE500381		2 LU to 4 LD	Manning	Buttonwillow to Alta	$7,000,000						X	X	X
Fresno County	FRE500399		2 LU to 4 LD	Millerton	Friant to Table Mountain	$31,950,000		X	X	X	X	X	X	X
Fresno County	FRE500400		2 LU to 4 LD	Millerton Road	Table Mountain Rd to Auberry Road	$8,340,000						X	X	X
Fresno County	FRE092517	20300000577	Mountain View Ave.: From Bethel to e/o Smith (Tulare County Line); widen from 2 LU to 4 LD. (Measure C Project I in the Rural Regional Program)	Mountain View Ave	Bethel to Tulare County Line	$22,335,000	X	X	X	X	X	X	X	X
Fresno County	FRE500569		2 LD to 4 LD	Reed	Reedley City Limit(South ave.) to Goodfellow	$6,000,000						X	X	X
Fresno County	FRE500448		2 LU to 4 LD	Shaw	McCall to Academy	$10,000,000						X	X	X
Fresno County	FRE500559		2 LU to 4 LD	Willow	Copper to Friant	$3,112,500						X	X	X

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Fresno County	FRE500558		2 LU to 6 LD East (County Side Only)	Willow (County Side Only)	Shepherd to Copper	$3,112,500						X	X	X
Huron	FRE500807		Lassen Ave & Tornado Ave - Single Lane Roundabout	269	lassen to Tornado	$900,000				X	X	X	X	X
Huron	FRE500806		Lassen Ave & Palmer Ave - Single Lane Roundabout	269	Lassen to Palmer	$900,000			X	X	X	X	X	X
Huron	FRE500805		New Single Lane Roundabout	269	N/A to N/A	$1,200,000		X	X	X	X	X	X	X
Kerman	FRE500888		Rehabilitate roadway and widen to 4-lane divided arterial with sidewalks	Whitesbridge Ave.	Modoc Ave. to 1/4 mi. east if Vineland	$6,600,000					X	X	X	X
Kingsburg	FRE500594		18th-Mountain View to Stroud: 2 L to 4 L	18th	Mountain View to Stroud	$1,875,000					X	X	X	X
Kingsburg	FRE500595		2 LU to 4 LU	18th Avenue/Mendocino	Stroud Ave to SR 99	$682,000					X	X	X	X
Kingsburg	FRE500470		New 4 Lane Expressway	Academy Parkway	Mountain View to Simpson	$4,500,000					X	X	X	X
Kingsburg	FRE500466		2 LU to 4 LU	Sierra St	Bethel Ave to Sixth St	$1,250,000					X	X	X	X
Kingsburg	FRE500507		2 LU to 4 LU	Simpson Street	Stroud Ave. to Sierra St.	$1,500,000			X	X	X	X	X	X
Reedley	FRE500764		Reconstruct and widen Buttonwillow Ave from 2 to 4 lanes between Huntsman Ave to Parlier Ave	Buttonwillow Ave	Huntsman Ave to Parlier	$8,738,000			X	X	X	X	X	X
Reedley	FRE500700		Reconstruct and widen Dinuba Ave from 2 to 4 lanes between Frankwood Ave and Zumwalt Ave	Dinuba Ave	Frankwood Ave to Zumwalt Ave	$5,243,000		X	X	X	X	X	X	X
Reedley	FRE500747		Reconstruct and add medians on I Street between Reed Ave and Dinuba Ave	I Street	Reed Ave to Dinuba Ave	$3,500,000			X	X	X	X	X	X
Reedley	LSTMP038		Intersection of Reed Ave. and Manning Ave; Reed Ave. Between "I" Street and Manning Ave.; Reed Ave. and North Ave. Install Traffic Signals; Install Safety Street Lighting; Construct Roundabout; Install In-Pavement Crosswalk Lights.	Intersections	Intersection Reed Ave to Manning Ave; Between I and Manning; North Ave	$834,600	X	X	X	X	X	X	X	X
Reedley	FRE500761		Reconstruct and widen Manning Ave from 2 to 4 lanes between Buttonwillow Ave and Englehart Ave	Manning Ave	Buttonwillow Ave to Englehart Ave	$2,500,000			X	X	X	X	X	X
Reedley	FRE130016	20300000793	Manning Avenue from Reed Avenue to Buttonwillow Avenue; widen, overlay and slurry seal pavement, traffic signal retrofit and synchronization, medians, lighting, bike lanes, sidewalks and ramps, landscaping, signage, and striping.	Manning Ave	Reed Ave to Buttonwillow Ave	$4,209,959		X	X	X	X	X	X	X
Reedley	FRE070615	20300000417	Reed Avenue Reconstruction and Widening 2 LU to 4 LD from I Street to South Avenue.	Reed Ave	I street to South Ave	$2,856,446	X	X	X	X	X	X	X	X

Jurisdiction/Agency	TIP/RTP	CTIPs Project ID	Description			Estimated Cost	Conformity Analysis Year (project open to traffic)							
	Project ID	(if available)	Type of Improvement	Facility Name/Route	Project Limits		2014	2017	2020	2023	2025	2032	2035	2040
Sanger	FRE500996		Widen to 4-lane divided arterial and rehabilitate roadway	Academy Ave.	11th St. to 0.2 me. south of North Ave.	$14,000,000				X	X	X	X	X
Sanger	FRE070617	20300000419	Academy Ave between North and 11th. Combination overlay/reconstruction and widening.	Academy Ave.	North to 11th	$14,940,374		X	X	X	X	X	X	X
Selma	FRE500867		In Selma, on Highland Avenue from Whitson (Golden State) to Dinuba, constructing widened roadway including curb, gutter, and sidewalk, providing connectivity to downtown from existing rural residential and planned urban development area.	Highland Avenue	Whitson to Dinuba	$1,500,000			X	X	X	X	X	X
Selma	FRE500404		Widen Overcrossing 2 L to 4 L and Improve on/off ramps	N/A	Interchange Cross Streets:Mountain View & SR 99 Overcrossing	$45,000,000			X	X	X	X	X	X
Selma	FRE500791		Located in Selma from Hwy 99 at DeWolf to Highland Ave south of Nebraska Ave, constructing a new interchange and Highway to provide connection between Hwy 43 and Hwy 99. Project intended to reduce congestion from traffic between Hanford/Corcoran and Selma, provide access to/from Hwy 99 on the north side of Selma, reducing congestion at the Floral interchange.	N/A	Interchange Cross Streets:Hwy 99 & DeWolf	$180,000,000					X	X	X	X
Selma	FRE500790		Located in Selma on Nebraska Avenue from Highway 43 to 2nd Street, rehabilitate and widen roadway from 2-lane rural roadway to a 4-lane arterial with bike lanes and sidewalks, providing enhanced access to downtown Selma from Highway 43 and relieve congestion at the Thompson/Highland intersection.	Nebraska	Hwy 43 to 2nd Street	$800,000		X	X	X	X	X	X	X
Selma	FRE500865		In Selma, on the east side of Highway 43 on Rose Avenue, construct a transit stop on City of Selma property, outside the street right-of-way. Transit stop to include a bus shelter, landscaping, and other site amenities.			$175,000		X	X	X	X	X	X	X

Jurisdiction/Agency	TIP/RTP Project ID	CTIPs Project ID (if available)	Description			Estimated Cost	Conformity Analysis Year (project open to traffic)								
			Type of Improvement	Facility Name/Route	Project Limits		2014	2017	2020	2023	2025	2032	2035	2040	
Clovis	FRE110604	20300000696	Alluvial Avenue, between Fowler and McKelvy Avenues; Install 12' Center Travel Lane	Alluvial Avenue	Fowler Avenue to Mckelvy Avenue	$797,250	X	X	X	X	X	X	X	X	
Clovis	FRE111336	20300000740	Alluvial Avenue, between Fowler and Sunnyside Avenues; Construct 12' EB Outside Travel Lane; street lights	Alluvial Avenue	Fowler to Sunnyside	$231,118	X	X	X	X	X	X	X	X	
Clovis	FRE111373	20300000774	Bridge No. 42C0494, N Leonard Ave over Enterprise Canal, 0.16 MI South of Bullard. Replace 2 lane bridge with 4 lane bridge.	N/A	Intersection Leonard Avenue to Over Enterprise Canal	$1,467,000			X	X	X	X	X	X	
Clovis	FRE150002		Peach Avenue from Vartikian to Polson; widening, reconstructing and rehabilitation including grinding, new asphalt concrete, aggregate base, and re-striping	Peach	Vartikian to Polson	$226,875			X	X	X	X	X	X	
Fresno County	FRE111376	20300000777	Bridge #42C0261-Italian Bar Road over Redinger Lake, 5.7 miles North of Jose Basin Rd; Replace single lane bridge with two lane bridge. (Toll Credits programmed for PE, R/W, & CON)	N/A	Intersection Italian Bar Road to Over Redinger Lake	$7,644,000			X	X	X	X	X	X	

Exempt Project Listing

Jurisdiction/Agency	TIP/RTP Project ID	CTIPs Project ID (if available)	Facility Name/Route	Project Description	Project Limits	Estimated Cost ($000)	Exemption Code
							(per CTIPs - next sheet)
Calif. Department of Parks and Recreation	LSTMP399		N/A	Composition and printing of a Sierra OHV trail map.	From: N/A To: N/A Dist: N/A	$27	4.01
Caltrans	LSTMP401		5	Near Mendota, on HWY 5 from south of Panoche Road to north of Russell Avenue. Rehabilitate roadway.	From: N/A To: N/A Dist: N/A	$18,643	1.1
Caltrans	LSTMP337		33	On HWY 33 near Coalinga at Jacalitos Creek Bridge (Bridge # 42-72). Replace bridge.	From: HWY 33 To: Jacalitos Creek Bridge Dist: N/A	$9,992	1.19
Caltrans	LSTMP361		41	In Fresno County near Fresno on Rte 41 from Laguna Ave to Harlan Ave; Maintenance Aspahlt Overlay	From: Laguna Ave To: Harlan Ave Dist: 2	$344	1.1
Caltrans	LSTMP371		41	In the City of Fresno, on Route 41 from McKinley Avenue to Friant Avenue; also on Route 180 at Abby Avenue. Upgrade guardrail.	From: N/A To: N/A Dist: N/A	$2,188	1.09
Caltrans	LSTMP374		41	In and near the city of Fresno, at the San Joaquin River Bridge No. 42-0112; also on Route 41 in Madera County at the San Joaquin River Bridge No. 41-0040; Retrofit Bridges.	From: N/A To: N/A Dist: N/A	$3,455	1.19
Caltrans	LSTMP400		41	In the City of Fresno, on HWY 41 at the Ventura Avenue Viaduct Bridge No. 42-0278. Rehabilitate bridge deck pavement.	From: N/A To: N/A Dist: N/A	$3,429	1.1
Caltrans	LSTMP402		41	Near the City of Fresno, on HWY 41 from Harlan Avenue to Elkhorn Avenue. Rehabilitate pavement.	From: N/A To: N/A Dist: N/A	$3,288	1.1

Exempt Project Listing							
Jurisdiction/Agency	**TIP/RTP Project ID**	**CTIPs Project ID (if available)**	**Facility Name/Route**	**Project Description**	**Project Limits**	**Estimated Cost ($000)**	**Exemption Code**
Caltrans	LSTMP362		43	Hwy 43 from Fresno/Kings County Line to Nebraska Avenue; Maintenance Aspahlt Overlay	From: Fresno/Kings County Line To: Nebraska Avenue Dist: 8.3	$1,375	1.1
Caltrans	LSTMP379		63	In Fresno County, on Route 63, in and near Orange Cove from Tulare/Fresno County line to Junction 63/180 and near Minkler from Fresno County Friant Kern Canal to Juntion 180/245; Maintenance Asphalt Overlay.	From: Tul/Fre County Line & Fresno County Friant Kern Canal To: Jct 63/180 & Jct 180/245 Dist: 8.36	$5,449	1.1
Caltrans	LSTMP214		145	Near Kerman, from 0.3 mile south to 0.3 mile north of Jensen Avenue. Construct traffic roundabout	From: N/A To: N/A Dist: N/A	$2,903	1.06
Caltrans	LSTMP335		168	On HWY 168 near Prather, from 1.2 miles west of Auberry Road to 0.8 miles west of Auberry Road. Realign roadway curve.	From: 1.2 miles W of Auberry Rd To: 0.8 miles E of Auberry Rd Dist: N/A	$5,170	1.06
Caltrans	LSTMP336		168	On HWY 168 near Prather, from Oak Creek Road to Lodge Road. Rehabilitate pavement.	From: Oak Creek Rd To: Lodge Rd Dist: N/A	$4,372	1.1
Caltrans	LSTMP378		168	Near Prather, at Auberry Road. Improve Intersection.	From: HWY 168 To: Auberry Road Dist: N/A	$3,899	1.06
Caltrans	LSTMP398		168	In Clovis, from Herndon Avenue to Clovis Avenue on Highway 168; install concrete median barrier.	From: Herndon Ave To: Clovis Ave Dist: N/A	$1,070	1.09
Caltrans	LSTMP372		180	In the City of Fresno, on SR 180 between Blackstone Avenue off-ramp and Olive Avenue; construct concrete guardrail.	From: Blackstone Ave Off-Ramp To: Olive Ave Dist: N/A	$1,678	1.09

Exempt Project Listing							
Jurisdiction/Agency	**TIP/RTP Project ID**	**CTIPs Project ID (if available)**	**Facility Name/Route**	**Project Description**	**Project Limits**	**Estimated Cost ($000)**	**Exemption Code**
Caltrans	LSTMP373		198	Near Huron, on HWY 198 at the California Aqueduct Bridge (Bridge #42-0270); Replace Bridge Deck.	From: N/A To: N/A Dist: N/A	$3,760	1.19
Caltrans	FRE111349		269	Near Huron, from 1.1 miles North of Palmer Avenue to 0.4 miles South of Route 198. Construct new bridge and raise profile grade. (Measure C Project G in the Rural Regional Program)	From: SR198 To: Huron Dist: N/A	$30,250	1.19
Caltrans	FRE111302		SR 180 West	SR 180 West from Brawley to Hughes-West Connector; Install Landscaping (Measure C Project B3 in the Urban Regional Program)	From: Brawley To: Hughes-West Connector Dist: N/A	$5,122	4.09
Caltrans	LSTMP375			In Fresno, Kings and Madera Counties at structure #'s 42-0134, 42-0215F, 45-0007, 45-0064, and 41-0059E; Bridge seismic restoration.	From: Various To: Various Dist: N/A	$9,020	1.19
Caltrans	LSTMP396			In Fresno and Madera counties, on various routes at various locations; repair traffic operations systems.	From: N/A To: N/A Dist: N/A	$8,511	1.12
Caltrans	LSTMP397			In Fresno County on routes 168 and 180 at various locations; repair traffic operation systems.	From: N/A To: N/A Dist: N/A	$8,511	1.12
Central Unified School District	FRE130024		N/A	CNG Fueling Center at the Central Unified School District office, 4200 N Grantland Fresno, CA; Construction and Installation of time-fill and fast-fill CNG fuel pumps	From: N/A To: N/A Dist: N/A	$837	2.11

Exempt Project Listing							
Jurisdiction/Agency	**TIP/RTP Project ID**	**CTIPs Project ID (if available)**	**Facility Name/Route**	**Project Description**	**Project Limits**	**Estimated Cost ($000)**	**Exemption Code**
Clovis, City of	LSTMP266		Alluvial Ave	Install 6 ft curb and gutter along Alluvial Ave from Fowler to Sunnyside	From: Fowler To: Sunnyside Dist: N/A	$382	1.1
Clovis, City of	FRE110613		Alluvial Avenue	Alluvial Ave, between Clovis and Sunnyside Avenues; Road Rehabilitation	From: Clovis Ave To: Sunnyside Ave Dist: N/A	$472	1.1
Clovis, City of	FRE110614		Clovis Avenue	Clovis Avenue, between Herndon and Alluvial Avenues; Road Rehabiliation	From: Herndon Ave To: Alluvial Ave Dist: .50	$658	1.1
Clovis, City of	LSTMP363		Clovis Avenue	Clovis Avenue, Shaw to Pico; grinding, new asphalt concrete, adjusting utilities, concrete sidewalks, constructing ADA and signal pedestrian improvements, installing traffic devices and loops, and re-striping	From: Shaw Avenue To: Pico Avenue Dist: .5	$480	1.1
Clovis, City of	FRE041812		Enterprise Canal	In the City of Clovis, east of Temperance Avenue and south of Nees Avenue along the Enterprise Canal. Construct a class I bicycle/pedestrian trail.	From: East of Temperance To: South of Nees Dist: .25	$500	4.12
Clovis, City of	FRE150001		Fowler	Fowler Avenue from Herndon to Tollhouse; grinding, new asphalt concrete, adjusting utilities, constructing ADA and signal pedestrian improvements, installing traffic devices and loops and re-striping	From: Herndon To: Tollhouse Dist: .4	$630	1.1

Exempt Project Listing

Jurisdiction/Agency	TIP/RTP Project ID	CTIPs Project ID (if available)	Facility Name/Route	Project Description	Project Limits	Estimated Cost ($000)	Exemption Code
Clovis, City of	FRE130006		Fowler Ave	Fowler Avenue from Herndon Avenue to State Route 168; grinding, new asphalt concrete, adjusting utilities, concrete sidewalks, constructing ADA and signal pedestrian improvements, installing traffic devices and loops, and re-striping.	From: Herndon Ave To: SR 168 Dist: .25	$386	1.1
Clovis, City of	LSTMP364		Fowler Avenue	Fowler Avenue from Shaw to Gettysburg; grinding, new asphalt concrete, adjusting utilities, concrete sidewalks, constructing ADA and signal pedestrian improvements, installing traffic devices and loops and re-striping	From: Shaw Avenue To: Gettysburg Avenue Dist: .5	$468	1.1
Clovis, City of	LSTMP384		Intersection	Intersection of Shaw and Cole Avenues; modify traffic signals and left-turn lane	From: Shaw Ave To: Cole Ave Dist: N/A	$175	1.07
Clovis, City of	LSTMP385		Intersection	Intersection of Shepherd and Fowler Avenues; install traffic signal, raised medians and striping, construct sidewalks, curb ramps, curbs and gutters.	From: Shepherd Ave To: Fowler Ave Dist: N/A	$396	5.01
Clovis, City of	FRE111375		Minnewawa	Grind and overlay existing pavement, including concrete sidewalk, ADA improvements, traffic loops, asphalt concrete gridning and utility relocations.	From: Barstow To: Bullard Dist: .50	$489	4.12
Clovis, City of	FRE090104		N/A	Installation of traffic signal at Shaw and DeWolf.	From: Shaw To: DeWolf Dist: N/A	$622	5.02

Exempt Project Listing

Jurisdiction/Agency	TIP/RTP Project ID	CTIPs Project ID (if available)	Facility Name/Route	Project Description	Project Limits	Estimated Cost ($000)	Exemption Code
Clovis, City of	FRE092511		N/A	Install traffic signal at Shepherd and paving, curb & gutter, sidewalk, irrigation, street lights, and landscaping. (Measure C Urban Program project E3)	From: Shepherd To: Temperance Dist: N/A	$794	5.02
Clovis, City of	FRE110101		N/A	Ashlan/Armstrong Intersection; Traffic Signal Installation	From: Ashlan To: Armstrong Dist: N/A	$220	5.02
Clovis, City of	FRE110102		N/A	Clovis/Gettysburg Intersection; Traffic Flow Improvements	From: Clovis Ave To: Gettysburg Ave Dist: N/A	$247	5.02
Clovis, City of	FRE110103		N/A	Shepherd/Minnewawa Intersection; Traffic Signal Installation	From: Shepherd Ave To: Minnewawa Ave Dist: N/A	$1,049	5.02
Clovis, City of	FRE110126		N/A	Clovis/Nees Intersection; Traffic Signal Installation	From: Clovis Ave To: Nees Ave Dist: N/A	$355	5.02
Clovis, City of	FRE111372		N/A	Construct 1.6 miles of a 12-foot asphalt trail on the north side of SR 168, south of the Harlan Ranch Project, including an irrigation system, landscaping, drinking fountains, trail lighting, and other outdoor amenities.	From: DeWolf To: Shepherd Dist: 1.6 miles	$1,349	3.02
Clovis, City of	FRE130028		N/A	850 Feet Southwest of Fowler Avenue along Tollhouse Road and 1,000 Feet South of Tollhouse Road along Fowler Avenue; Construct pedestrian sidewalk improvements, including ADA compliant curb returns, striping and relocation of utilities.	From: Fowler Ave To: Tollhouse Rd Dist: .25	$156	3.02

Exempt Project Listing							
Jurisdiction/Agency	**TIP/RTP Project ID**	**CTIPs Project ID (if available)**	**Facility Name/Route**	**Project Description**	**Project Limits**	**Estimated Cost ($000)**	**Exemption Code**
Clovis, City of	FRE130029		N/A	Intersection of Shaw and Sunnyside Avenues; Modify the existing traffic signal to provide additional signal indication, connection to fiber optic communication system, and install ADA improvements.	From: Shaw Ave To: Sunnyside Ave Dist: N/A	$170	5.01
Clovis, City of	LSTMP382		N/A	Bridge No. PM00073, Developing of the Bridge Preventative Maintenance Plan by City of Clovis. (Project Studies Only-for developing projects list-NOT for project development)	From: N/A To: N/A Dist: N/A	$64	4.01
Clovis, City of	LSTMP383		N/A	East side of Willow Avenue along the Clovis Old Town trail grade seperated crossing; install a concrete abutment.	From: East side of Willow Ave To: Clovis Old Town trail Dist: N/A	$122	3.02
Clovis, City of	FRE130005		Shaw Ave	Shaw Avenue from Clovis to Sunnyside; grinding, new asphalt concrete, adjusting utilities, concrete sidewalks, constructing ADA and signal pedestrian improvements, installing traffic devices and loops, and re-striping	From: Clovis Ave To: Sunnyside Ave Dist: .5	$826	1.1
Clovis, City of	FRE130027		Shaw Ave	Shaw Avenue from Temperance Avenue to Sunnyside Avenue; Construct pedestrian sidewalk improvements, including ADA compliant curb returns and ramps, and relocate utilities.	From: Temperance Ave To: Sunnyside Ave Dist: 1.5	$303	3.02

Exempt Project Listing

Jurisdiction/Agency	TIP/RTP Project ID	CTIPs Project ID (if available)	Facility Name/Route	Project Description	Project Limits	Estimated Cost ($000)	Exemption Code
Clovis, City of	FRE130031		Shaw Ave	Shaw Avenue from Willow Avenue to Temperance Avenue, in Fowler Avenue from Shaw to Bullard Avenues, in Bullard Avenue from Fowler to Sunnyside Avenues, in Fifth Street from Sunnyside to Baron Avenues, then north across the Clovis Civic Center into the Planning & Development Services building; Sychronize traffic signals and install communication hubs, conduit, and fiber optic cables.	From: Willow Ave To: Temperance Ave Dist: 3.5	$990	5.07
Clovis, City of	FRE111371		Shaw Avenue	Road Rehabilitation on Shaw, from Armstrong-Temperance	From: Armstrong To: Temperance Dist: 0.5	$1,065	1.1
Clovis, City of	FRE071801		Sunnyside	Trail Head/ Rest Area, SWC Sunnyside & Shepherd Aves.	From: Sunnyside To: Shepherd Dist: N/A	$2,407	3.02
Clovis, City of	FRE110125		Temperance Ave	Temperance Avenue, between Herndon-Shaw; Traffic Flow Improvements	From: Shaw Ave To: Herndon Ave Dist: 2.0	$453	5.07
Coalinga, City of	LSTMP341		Elm Ave (SR 33/SR 198)	Install left-turn pocket, safety lighting, signs, and striping on Elm Avenue (SR 33/SR 198) from Phelps Avenue to Gale Avenue	From: Phelps Ave To: Gale Ave Dist: N/A	$191	1.06
Coalinga, City of	FRE150003		Forest Avenue	Forest Avenue from 1st Street to 3rd Street; Reconstruction including ADA compliant elements for sidewalks and driveways, replacement of damaged sidewalks, install street lights	From: 1st Street To: 3rd Street Dist: .2	$637	1.1
Coalinga, City of	FRE130067		Forest St	Forest Street from 3rd Street to 5th Street; Full Reconstruction	From: 3rd St To: 5th St Dist: .18	$882	1.1

Exempt Project Listing							
Jurisdiction/Agency	**TIP/RTP Project ID**	**CTIPs Project ID (if available)**	**Facility Name/Route**	**Project Description**	**Project Limits**	**Estimated Cost ($000)**	**Exemption Code**
Coalinga, City of	FRE130032		N/A	Purchase of 1 Diesel Street Sweeper-Fleet Expansion	From: N/A To: N/A Dist: N/A	$215	2.02
Coalinga, City of	LSTMP403		N/A	Intersection of SR 33 (Elm Ave) and Cambridge Ave; Install traffic signals, signs, striping, sidewalks, curb and gutter, curb ramps, widen pavement, and other safety improvements	From: SR 33 (Elm Ave) To: Cambridge Ave Dist: N/A	$486	1.06
Coalinga, City of	FRE130045		Various Alleys	6 Alleys from Sunset Street to Coalinga Street and 2 Alleys from Sunset Street to Fresno Street; Pave Dirt Alleys	From: 1) Sunset St 2) Coalinga St To: 1) Sunset St 2) Fresno St Dist: 0.73	$477	1.1
Department of Water Resources	LSTMP013		Jayne Ave.	Bridge No. 42C0156, Jayne Ave, over California Aqueduct, 2.5 MI E OF SH 269. LSSRP Seismic Retrofit	From: California Aqueduct To: 2.5 Mi E/O SH269 Dist: N/A	$500	1.19
Department of Water Resources	LSTMP010		N/A	Bridge NO. 42C0140, W. Shields Ave. over California Aqueduct, 1 MI West of Russell Ave. LSSRP Seismic Retrofit	From: Shields Ave To: California Aqueduct Dist: N/A	$480	1.19
Department of Water Resources	LSTMP011		N/A	Bridge No. 42C0141, N Russell Ave, over California Aqueduct, 1.8 MI S/O Shields Ave. LSSRP Seismic Retrofit	From: Russell Ave. To: California Aqueduct Dist: N/A	$570	1.19
Department of Water Resources	LSTMP012		N/A	Bridge No. 42C0143, Nees Ave. Over California Aqueduct, Nees Ave, 1 MI E/O I-5. LSSRP Seismic Retrofit	From: Nees Ave To: California Aqueduct Dist: N/A	$450	1.19
Department of Water Resources	LSTMP014		N/A	Bridge NO. 42C0159, Mt. Whitney Ave. over California Aqueduct, 10.6 MI W OF SH 269. LSSRP Seismic Retrofit	From: Mt. Whitney To: California Aqueduct Dist: N/A	$460	1.19

Exempt Project Listing							
Jurisdiction/Agency	**TIP/RTP Project ID**	**CTIPs Project ID (if available)**	**Facility Name/Route**	**Project Description**	**Project Limits**	**Estimated Cost ($000)**	**Exemption Code**
Department of Water Resources	LSTMP015		N/A	Bridge No. 42C0173, Manning Ave, over California Aqueduct, E/O Douglas. LSSRP Seismic Retrofit	From: Manning Ave To: California Aqueduct Dist: N/A	$440	1.19
Department of Water Resources	LSTMP016		N/A	Bridge No. 42C0245, W. Panoche Rd, over California Aqueduct, 2 Miles E/O Fairfax. LSSRP Seismic Retrofit	From: Panoche Rd. To: California Aqueduct Dist: N/A	$430	1.19
Department of Water Resources	LSTMP017		N/A	Bridge No. 42C0370, Clarkson Ave. over California Aqueduct, 2.0 MI E OF SR 33. LSSRP Seismic Retrofit. Toll credits programmed for PE.	From: Clarkson Ave To: California Aqueduct Dist: N/A	$590	1.19
Department of Water Resources	LSTMP018		N/A	Bridge No. 42C0371, El Dorado Ave. over California Aqueduct, 1.4 Mi S of SR 145. LSSRP Seismic Retrofit. Toll Credits programmed for PE.	From: El Dorado To: California Aqueduct Dist: N/A	$520	1.19
Department of Water Resources	LSTMP019		N/A	Bridge No. 42C0425, Gale Ave. over California Aqueduct, 3.0 Mi E. Lassen Ave. LSSRP Seismic Retrofit. Toll credits programmed for PE.	From: GALE AVE To: California Aqueduct Dist: N/A	$520	1.19
Firebaugh, City of	FRE130008		1) 16th St 2) O St 3) Q St	16th Street from O Street to Q Street, O Street from 15th Street to Saipan Avenue, Q Street from 15th Street to 16th Street; Pavement Resurfacing	From: 1) O St 2) 15th St 3) 15th St To: 1) Q St 2) Saipan Ave 3) 16th St Dist: .51	$694	1.1
Firebaugh, City of	LSTMP369		1) 7th St 2) 8th St	7th Street from P Street to West End and 8th Street from Q Street to N Street ; Pavement Resurfacing	From: 1) P St 2) Q St To: 1) West End 2) N St Dist: .31	$413	1.1

Exempt Project Listing

Jurisdiction/Agency	TIP/RTP Project ID	CTIPs Project ID (if available)	Facility Name/Route	Project Description	Project Limits	Estimated Cost ($000)	Exemption Code
Firebaugh, City of	FRE130041		1) Dunkle Park 2) River Lane 3) 12th St	Dunkle Park from Q Street to existing trail, along River Lane for 500 linear feet, and 12th Street from M Street to N Street; Construct Sidewalk, curb and gutter, pedestrian path, ramps and trailhead	From: 1) Q St 2) 500 LF 3) M St To: 1) Existing trail 3) N St Dist: .40	$296	3.02
Firebaugh, City of	LSTMP370		Enrico Ave	Enrico Avenue from Cardella Street to Cardella Street; Pavement Resurfacing and Minor Concrete Work that includes curb, gutter, and sidewalk replacements.	From: Cardella St To: Cardella St Dist: .21	$232	1.1
Firebaugh, City of	FRE130033		N/A	Purchase of 1 CNG Street Sweeper; Replacement unit for City of Firebaugh	From: N/A To: N/A Dist: N/A	$295	2.02
Firebaugh, City of	FRE110140		Q Street & Poso Canal	Pedestrian/Bike Route on Q Street along the Poso Canal bank from 9th Street to River Park.	From: 9th St To: River Park Dist: 0.37	$330	3.02
Fowler, City of	FRE130019		Adams Ave	Adams Avenue from Golden State Blvd. to Main Street; Phase 1 of Reconstruction	From: Golden State Blvd To: Main St. Dist: 0.27	$285	1.1
Fowler, City of	FRE130042		Fowler Ave (West Side)	West Side of Fowler Avenue from Merced Street to Fresno Street; Construct Sidewalk	From: Merced St To: Fresno St Dist: 0.23	$113	3.02
Fowler, City of	FRE130043		Golden State Boulevard	Golden State Boulevard between Manning Avenue and South Avenue; Construct Class I Bike Path	From: Manning Ave To: South Ave Dist: 1.08	$220	3.02
Fowler, City of	FRE090123		Golden State Corridor	Construct bicycle/pedestrian trail along the Golden State Corridor from the City of Fowler south toward Selma.	From: unknown To: unknown Dist: N/A	$280	3.02
Fowler, City of	LSTMP386		Intersection	Intersection of Merced and 10th Streets; convert intersection to roundabout	From: Merced St. To: 10th St. Dist: N/A	$758	5.03

Exempt Project Listing							
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Fowler, City of	FRE040602		Manning Ave	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.	From: SR 99 NB Ramps To: 0.25 miles E of Golden State Blvd Dist: N/A	$791	1.01
Fowler, City of	FRE071803		Merced Street	Landscaping & sidewalks on Merced Street between 3rd & 5th Streets.	From: 3rd Street To: 5th Street Dist: N/A	$203	3.02
Fresno Area Express (FAX)	FRE021501		N/A	Various Planning Projects/COFCG Staff/Annual Planning O & M Expenses and Special Projects	From: N/A To: N/A Dist: N/A	$6,550	4.01
Fresno Area Express (FAX)	FRE021502		N/A	Various Planning Projects/FAX Staff/Annual Planning O & M Expenses and Special Projects	From: N/A To: N/A Dist: N/A	$6,347	2.01
Fresno Area Express (FAX)	FRE021503		N/A	Preventive Maintenance Expense	From: N/A To: N/A Dist: N/A	$108,531	2.01
Fresno Area Express (FAX)	FRE021504		N/A	Contracted Paratransit Service Operations	From: N/A To: N/A Dist: N/A	$57,953	2.01
Fresno Area Express (FAX)	FRE021506		N/A	Capital Lease - Vehicle Tire Lease	From: N/A To: N/A Dist: N/A	$4,500	2.01
Fresno Area Express (FAX)	FRE021510		N/A	Passenger shelters/structures, benches, trash receptacles and lighting; onstreet signs; bus stop repairs; and miscellaneous amenities to benefit transit passengers.	From: N/A To: N/A Dist: N/A	$6,309	2.07

Exempt Project Listing

Jurisdiction/Agency	TIP/RTP Project ID	CTIPs Project ID (if available)	Facility Name/Route	Project Description	Project Limits	Estimated Cost ($000)	Exemption Code
Fresno Area Express (FAX)	FRE041403		N/A	Downtown Circulator Program - provide service in downtown Fresno during peak commute hours. Purchase of two electric buses and recharging station(s).	From: N/A To: N/A Dist: N/A	$3,485	2.1
Fresno Area Express (FAX)	FRE072201		N/A	Provide intergrated & coordinated trip planning and ridesharing services on the internet and via voice recognition telephone services.	From: N/A To: N/A Dist: N/A	$789	2.04
Fresno Area Express (FAX)	FRE092521		N/A	Design/install vehicle parking shelters with solar panels to "green" main FAX facility.	From: N/A To: N/A Dist: N/A	$2,038	2.08
Fresno Area Express (FAX)	FRE092602		N/A	Engineer and remodel main FAX buildings to meet current capacity needs and ADA requirements.	From: N/A To: N/A Dist: N/A	$2,750	2.08
Fresno Area Express (FAX)	FRE095321		N/A	Bus Stop Concrete Improvments	From: N/A To: N/A Dist: N/A	$598	5.06
Fresno Area Express (FAX)	FRE095322		N/A	Purchase vehicle to implement the Trip Efficiency Program for Handy Ride customers	From: N/A To: N/A Dist: N/A	$21	2.02
Fresno Area Express (FAX)	FRE095329		N/A	Trip Efficiency Program: Operating Expenses	From: N/A To: N/A Dist: N/A	$80	2.01
Fresno Area Express (FAX)	FRE095330		N/A	Purchase and install 40 bicycle lockers at transit stops.	From: N/A To: N/A Dist: N/A	$125	2.04

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Fresno Area Express (FAX)	FRE111356		N/A	Kings Canyon Road from Fowler Avenue on the east to Downtown Fresno and Blackstone Avenue from Friant Road on the north to Downtown Fresno; Bus Rapid Transit Line on a 13.8 mile combined corridor, traffic signal coordination and purchase of 8 CNG hybrid buses.	From: N/A To: N/A Dist: N/A	$48,188	4.12
Fresno Area Express (FAX)	FRE111366		N/A	Purchase fixed-route CNG buses to replace end-of-life vehicles.	From: N/A To: N/A Dist: N/A	$20,723	2.1
Fresno Area Express (FAX)	FRE130009		N/A	Purchase/install new automated farebox system on fixed-route fleet.	From: N/A To: N/A Dist: N/A	$1,678	2.05
Fresno Area Express (FAX)	FRE130035		N/A	Bus Rapid Transit (BRT) operating support costs for first three years of new BRT service.	From: N/A To: N/A Dist: N/A	$4,575	2.01
Fresno Area Express (FAX)	FRE130068		N/A	Create a signalized pedestrian crossing to improve pedestrian safety and connectivity to a major BRT station in Downtown Fresno at Mariposa and Van Ness.	From: N/A To: N/A Dist: N/A	$2,445	2.08
Fresno Area Express (FAX)	FRE130073		N/A	Purchase replacement paratransit cutaway buses and associated radio/GPS equipment.	From: N/A To: N/A Dist: N/A	$744	2.1
Fresno Area Express (FAX)	FRE130077		N/A	FAX will purchase and install a new Computer Aided Dispatch - Integrated Vehicle Logic Unit (CAD-IVLU) system on its revenue vehicle fleet.	From: N/A To: N/A Dist: N/A	$3,130	2.05

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Fresno Area Express (FAX)	FRE150016		N/A	Purchase autos to replace end-of-life vehicles at Handy Ride.	From: N/A To: N/A Dist: N/A	$200	2.02
Fresno Area Express (FAX)	FRE150017		N/A	Project administration for FAX capital program.	From: N/A To: N/A Dist: N/A	$800	2.01
Fresno Council of Governments	FRE001101		NA	Planning, Programming and Monitoring.	From: NA To: NA Dist: N/A	$3,454	4.01
Fresno County	LSTMP368		Alta Avenue	Alta Avenue from American Avenue to South Avenue; Asphalt Concrete Overlay	From: American Avenue To: South Avenue Dist: 3	$1,424	1.1
Fresno County	FRE150004		American	Reconstruct American Avenue from SR99 to Temperance Avenue; Place HMA overlay from Clovis Avenue to Temperance Avenue and realign and signalize American Avenue and Golden State Boulevard	From: SR99 To: Temperance Dist: 3.3	$1,703	1.1
Fresno County	FRE130007		American Ave	American Avenue from SR 99 to Temperance Avenue; Reconstruction of approximately 1.4 miles of American Avenue, from the eastern right-of-way of SR99 to Clovis Avenue, and place approximately 2 miles of HMA overlay, from Clovis Avenue to 100 feet east of Temperance Avenue. The work also includes realignment and signalization of the currently-substandard intersection of American Avenue and Golden State Boulevard.	From: SR 99 To: Temperance Ave Dist: 3	$1,130	1.1
Fresno County	LSTMP263		Belmont Ave	Belmont Ave from SR 145 to Yuba; Shoulder Improvements Paving/Stabilization	From: SR 145 To: Yuba Dist: N/A	$1,511	1.04

Exempt Project Listing							
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Fresno County	FRE130038		California Ave	California Avenue from Derrick Avenue/SR 33 to 0.64 miles west of Washoe Avenue; Shoulder Improvements Paving/Stabilization	From: Derrick Ave/SR 33 To: 0.64 miles w/o Washoe Ave Dist: 4.662	$1,276	1.04
Fresno County	LSTMP284		E. Lincoln Ave.	Bridge No. 42C0413, E Lincoln Ave. Over Travers Creek, 0.5 MI East Of Alta Ave. Replace deficient 2 lane timber bridge with new 2 lane concrete slab bridge." Toll credits programmed for PE, RW, and CON.	From: Travers Creek To: 0.5 East of Alta Ave. Dist: N/A	$1,008	1.19
Fresno County	FRE130039		Fowler Ave	Fowler Avenue from Elkhorn Avenue to Harlan Avenue; Shoulder Improvements Paving/Stabilizations	From: Elkhorn Ave To: Harlan Ave Dist: 3.02	$1,029	1.04
Fresno County	FRE110127		Fowler Avenue	Fowler Avenue: from South Avenue to Elkhorn Avenue; Shoulder Improvements Paving/Stabilization	From: South Avenue To: Elkhorn Avenue Dist: N/A	$3,572	1.04
Fresno County	FRE111334		Golden State	Corridor Improvements from American to Tulare County Line (Measure C Project F in the Rural Regional Program)	From: American To: Tulare County Line Dist: N/A	$48,195	4.09
Fresno County	LSTMP365		Goodfellow Avenue	Goodfellow Avenue from Newark Avenue to Reed Avenue; Asphalt Concrete Overlay	From: Newark Avenue To: Reed Avenue Dist: 5.268	$1,151	1.1
Fresno County	LSTMP392		Intersection	Intersection of South Bethel and East Manning Avenues; install traffic signals and left-turn pockets	From: S Bethel Ave To: E Manning Ave Dist: N/A	$744	5.02
Fresno County	LSTMP393		Intersection	Intersection of Grantland and Shaw Avenues; Install traffic signals and left-turn pocket; widen roadway	From: Grantland Ave To: Shaw Ave Dist: N/A	$856	5.02

Exempt Project Listing							
Jurisdiction/Agency	**TIP/RTP Project ID**	**CTIPs Project ID (if available)**	**Facility Name/Route**	**Project Description**	**Project Limits**	**Estimated Cost ($000)**	**Exemption Code**
Fresno County	LSTMP394		Intersection	Intersection of Jensen and Temperance Avenues; Widen roadway; install traffic signals and left-turn pocket	From: Jensen Ave To: Temperance Ave Dist: N/A	$1,220	5.02
Fresno County	FRE110615		Jensen Avenue	Jensen Ave Asphalt Concrete Overlay, Curb Ramps, Signal Loop Detectors and Striping from 60 feet east of Sunland Ave to 75 feet east of the South Maple Ave centerline.	From: Golden State Boulevard To: Maple Avenue Dist: N/A	$979	1.1
Fresno County	FRE130018		Lassen Ave	Lassen Avenue from Jensen Avenue to Clinton Avenue; Shoulder Improvements Paving/Stabilization	From: Jensen Ave To: Clinton Ave Dist: 4.52	$1,500	1.04
Fresno County	LSTMP256		Lyon Ave	Lyon Avenue from California to North; AC Overlay on Existing Roadway	From: California Ave To: North Dist: N/A	$445	1.1
Fresno County	FRE040612		Manning Ave.	Manning Ave. from Crawford to Hill Ave. Reconstruct existing 2-lane road to current standards - widening travel way, paving shoulders an improving structural section.	From: Crawford To: Hill Ave. Dist: N/A	$3,243	1.04
Fresno County	LSTMP366		Manning Avenue	Manning Avenue from 1.379 miles west of Lassen Avenue Alignment to Placer Avenue; Asphalt Concrete Overlay	From: Lake Avenue Alignment To: Placer Avenue Dist: 2.514	$1,020	1.1
Fresno County	LSTMP367		Mount Whitney Avenue	Mount Whitney Avenue from 2.44 Miles w/o Sonoma Avenue to Sonoma Avenue; Road Reconstruction	From: 0.98 Miles w/o Sonoma Avenue To: Sonoma Avenue Dist: 0.98	$3,000	1.1

Exempt Project Listing

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Fresno County	FRE130076		N/A	BRIDGE NO. 42C0267, Millerton Road, Over North Fork Little Dry Creek, .81 Miles East of Auberry Road. Replace structurally deficient single lane bridge with standard two lane bridge. Toll credits programmed for PE, R/W, & CON.	From: Millerton Road To: North Fork Little Dry Creek, .81 Mi E of Auberry Rd Dist: N/A	$2,091	1.19
Fresno County	FRE130078		N/A	BRIDGE NO. 420268, MILLERTON ROAD, OVER LITTLE DRY CREEK, 1.8 MILE E OF AUBERRY ROAD. Replace single lane structurally deficient bridge with stanard two lane bridge. Toll credits programmed for PE, R/W, & CON.	From: Millerton Road To: Little Dry Creek, 1.8 Mi E of Auberry Rd Dist: N/A	$1,815	1.19
Fresno County	FRE130079		N/A	BRIDGE NO. 42C0269, MILLERTON ROAD OVER LITTLE DRY CREEK, 2.6 MILES EAST OF AUBERRY ROAD. Replace single lane bridge as two lane bridge. Toll credits programmed for PE, R/W, & CON.	From: Millerton Road To: Little Dry Creek, 2.6 Mi E of Auberry Rd Dist: N/A	$1,829	1.19
Fresno County	LSTMP031		N/A	Bridge No. 42C0400, Bass Ave, Over Outside Canal, 1.3 MI NE OF SH33. Replace 2 lane bridge with 2 lane bridge. Toll credits programmed for CON.	From: Bass Ave. To: Outside Canal Dist: N/A	$2,604	1.19
Fresno County	LSTMP281		N/A	Bridge NO. 42C0074, W Nees Ave., Over Delta - Medonta Canal, East of Douglas. Replace deficient 2 lane bridge with new 2 lane bridge.	From: Nees Ave To: Delta-Mendota Canal Dist: N/A	$4,613	1.19

Exempt Project Listing							
Jurisdiction/Agency	**TIP/RTP Project ID**	**CTIPs Project ID (if available)**	**Facility Name/Route**	**Project Description**	**Project Limits**	**Estimated Cost ($000)**	**Exemption Code**
Fresno County	LSTMP283		N/A	Bridge No. 42C0343, E McKinley Ave., over Fresno Canal, 0.8 MI East of Academy Ave. Replace deficient 2 lane timber bridge with new 2 lane bridge. Toll credits programmed for PE, RW, and CON.	From: McKinley To: Fresno Canal Dist: N/A	$1,292	1.19
Fresno County	LSTMP285		N/A	Bridge No. 42C0417, E. Parlier Ave. Over Travers Creek , 0.2 MI E Englehart Ave. Replace deficient 2 lane bridge with new 2 lane bridge. Toll credits programmed for PE, RW, and CON.	From: E Parlier Ave. To: Travers Creek Dist: N/A	$998	1.19
Fresno County	LSTMP286		N/A	BRIDGE NO. 42C0502, E. Lincoln Ave. Over Wahtoke Creek, 0.32 Mi. W Buttonwillow Ave. Replace deficient 2 lane bridge with new 2 lane bridge. Toll credits programmed for PE, RW, and CON.	From: Lincoln AVE To: WAHTOKE CREEK Dist: N/A	$1,305	1.19
Fresno County	LSTMP346		N/A	Nees & Washoe Aves. Realignment of Washoe & construction of a left turn lane on Nees & realigned access road. Asphalt Pavement on approaches & bridge deck. Crash cushion installation. Pavement markings & striping. Methacrylate & polyester overlay of bridge deck if needed.	From: Nees Ave To: Washoe Ave Dist: N/A	$1,009	1.06

Exempt Project Listing							
Jurisdiction/Agency	**TIP/RTP Project ID**	**CTIPs Project ID (if available)**	**Facility Name/Route**	**Project Description**	**Project Limits**	**Estimated Cost ($000)**	**Exemption Code**
Fresno County	LSTMP359		N/A	Belmont and Helms Avenues near Molly S. Bakman Elementary School and Kings Canyon Middle School; Install Traffic Signal	From: Belmont Ave To: Helm Ave Dist: N/A	$546	1.06
Fresno County	LSTMP405		N/A	Intersection of Auberry Rd and Copper Ave; Install traffic signals, left turn phase and left turn lanes	From: Auberry Rd To: Copper Ave Dist: N/A	$892	1.06
Fresno County	LSTMP406		N/A	Intersection of Barstow Avenue and Fruit Avenue; upgrade traffic signals, install protected left-turn phasing	From: Barstow Ave To: Fruit Ave Dist: N/A	$720	1.06
Fresno County	LSTMP407		N/A	Intersection of Bethel Avenue and Mountain View Avenue; upgrade traffic signals, install protected left-turn phasing	From: Bethel Ave To: Mountain View Ave Dist: N/A	$798	1.06
Fresno County	LSTMP411		N/A	BRIDGE NO. 42C0066, W Manning Ave, Over James Bypass Overflow, 3.8 Miles West of SR 145. Replace structurally deficient two lane bridge with standard two lane bridge.	From: W Manning Ave To: James Bypass Overflow, 3.8 miles W of SR 145 Dist: N/A	$5,916	1.19
Fresno County	LSTMP412		N/A	BRIDGE NO. 42C0067, W Manning Ave Over James Bypass Overlfow, 3.2 Miles East of Colorado. Replace two lane bridge and two lane bridge.	From: W Manning Ave To: James Bypass Overflow, 3.2 Miles E of Colorado Dist: N/A	$3,067	1.19

Exempt Project Listing

Jurisdiction/Agency	TIP/RTP Project ID	CTIPs Project ID (if available)	Facility Name/Route	Project Description	Project Limits	Estimated Cost ($000)	Exemption Code
Fresno County	LSTMP413		N/A	BRIDGE NO. 42C0078, Lost Hills Ave, over Jacalitos Creek, Jacalitos Creek Rd. Replace two lane structurally deficient bridge with standard two lane bridge. Toll credits programmed for PE, R/W, and CON.	From: Lost Hills Ave To: Jacalitos Creek, Jacalitos Creek Rd Dist: N/A	$3,517	1.19
Fresno County	LSTMP414		N/A	BRIDGE NO. 42C0270, Millerton Road, Over Little Dry Creek, 3.93 Miles East of Auberry Rd. Replace two lane functionally obsolete bridge with standard two lane bridge. Toll credits programmed for PE, R/W, & CON.	From: Millerton Road To: Little Dry Creek, 3.93 Mi E of Auberry Rd Dist: N/A	$1,840	1.19
Fresno County	LSTMP262		San Diego Avenue	San Diego Ave from Belmont Avenue to Shaw Avenue; Shoulder Improvements Paving/Stabilization	From: Belmont Avenue To: Shaw Avenue Dist: 4.002 mi	$1,261	1.04
Fresno County	FRE070201		Various	Rehabilitation, repair, and/or reconstruction of deficient two-lane roads that connect to Interstate 5, SR 180, SR 41 and SR 99 countywide.	From: Various To: Various Dist: N/A	$3,500	1.1
Fresno County	FRE070202		Various	Rehabilitation, repair, and/or reconstruction of deficient two-lane roads that connect to Interstate 5, SR 180, SR 41 and SR 99 countywide.	From: Various To: Various Dist: N/A	$1,875	1.1
Fresno County	LS090130		Various	Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and 3 categories-Shoulder Improvements	From: Various To: Various Dist: N/A	$237	1.04

Exempt Project Listing							
Jurisdiction/Agency	**TIP/RTP Project ID**	**CTIPs Project ID (if available)**	**Facility Name/Route**	**Project Description**	**Project Limits**	**Estimated Cost ($000)**	**Exemption Code**
Fresno County	LSTMP032		Various	PM00009, Bridge Preventative maintenance Program, various locations. See Caltrans Local Assistance HBP web site for backup list of bridges.	From: various To: various Dist: N/A	$14,812	1.19
Fresno County	LSTMP280		various	Bridge No. 42C0047, N. Russell Over Outside Canal, 3.9 MI North of Nees Ave. Replace deficient 2 lane bridge with new 2 lane bridge	From: various To: various Dist: N/A	$2,937	1.19
Fresno County	LSTMP408		Various	Various locations throughout Fresno County; Install Striping	From: Various To: Various Dist: N/A	$1,445	1.06
Fresno County Economic Opportunities Commission	FRE072206		N/A	Year 2 of operating costs for transit project for CALWORKS clients	From: N/A To: N/A Dist: N/A	$342	2.01
Fresno County Economic Opportunities Commission	FRE072207		N/A	3 of operating costs for transit project for CALWORK clients	From: N/A To: N/A Dist: N/A	$348	2.01
Fresno County Economic Opportunities Commission	FRE111363		N/A	Operating costs for the Central Valley Regional Center (CVRC) to provide transit services	From: N/A To: N/A Dist: N/A	$4,025	2.01
Fresno County Economic Opportunities Commission	FRE111368		N/A	Purchase of Eight (8) Large Buses	From: N/A To: N/A Dist: N/A	$560	2.1
Fresno County Economic Opportunities Commission	FRE130074		N/A	Purchase of eight (8) large buses and Computer Hardware	From: N/A To: N/A Dist: N/A	$600	2.1
Fresno County Rural Transit Agency	FRE090120		N/A	Purchase 2, 22 passenger CNG Vans to replace fleet.	From: N/A To: N/A Dist: N/A	$288	2.01
Fresno County Rural Transit Agency	FRE111358		N/A	Annual Operating Budget and Preventive Maintenance	From: N/A To: N/A Dist: N/A	$24,294	2.01

Exempt Project Listing

Jurisdiction/Agency	TIP/RTP Project ID	CTIPs Project ID (if available)	Facility Name/Route	Project Description	Project Limits	Estimated Cost ($000)	Exemption Code
Fresno County Rural Transit Agency	FRE111367		N/A	Purchase of 2 medium buses (Type II Short) to augment existing vanpool operations	From: N/A To: N/A Dist: N/A	$116	2.1
Fresno County Rural Transit Agency	FRE130080		N/A	Operating Assistance for "Service Expansion" to include passengers who exceed current ADA wheelchair lift standards, to ensure equal access to Public Transit Services.	From: N/A To: N/A Dist: N/A	$292	2.01
Fresno Unified School District	FRE090121		N/A	Expand exiting fast-fill CNG facility to include time-filling of 8 ea. duel hose, 3600 psi time-fill posts.	From: N/A To: N/A Dist: N/A	$220	2.04
Fresno, City of	FRE110623		41	SR 41 Northbound Off-ramp at Shaw Ave Widening for dual left turns	From: N/A To: N/A Dist: N/A	$1,020	5.04
Fresno, City of	FRE130037		41	Traffic Signal Synchronization of Arterials and Freeway Crossings: 14 Crossing Locations and 28 Signals City Wide; Install ITS Communications, 2070 controllers, cameras, cabinets, and some detection.	From: N/A To: N/A Dist: 7.08	$2,937	5.07
Fresno, City of	LSTMP036		99	INSTALL TRAFFIC SIGNAL; COOPERATIVE PROJECT WITH CALTRANS - OLIVE AVE. AT BOTH SR99 SOUTHBOUND AND NORTHBOUND OFF AND ON RAMPS	From: OLIVE To: SR 99 N & SR 99 S Dist: N/A	$1,623	1.06
Fresno, City of	LSTMP354		99	Install a traffic signal at the intersection of the State Route 99 northbound off-ramp and Ventura Street.	From: Ventura To: Ventura Dist: 0.1	$517	5.02

Exempt Project Listing							
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Fresno, City of	FRE130034		1) Fresno St 2) Van Ness Ave	Fresno Street from B Street to Divisadero Street and Van Ness Avenue from Ventura Avenue to Divisadero Street; Install ITS communications, 2070L controllers; some cameras, detection and vaults	From: 1) B St 2) Ventura Ave To: 1) Divisadero St 2) Divisadero St Dist: 2.7	$1,500	5.07
Fresno, City of	LSTMP198		1) Friant 2) Nees 3) Palm	Intelligent Transportation Systems (ITS) Installation and synchronization of Friant (from Fresno Street to Nees Ave), Nees Ave (from Blackstone Ave to Palm Ave), and Palm (from Nees Ave to Palmdon Drive)Corridor.	From: 1) Fresno 2) Blackstone 3) Nees To: 1) Nees 2) Palm 3) Palmdon Dist: N/A	$1,050	5.07
Fresno, City of	LSTMP293		1) Shaw Ave 2) Ashlan Ave	Sidewalk construction along two street segments within the City of Fresno: 1) Shaw Avenue from Blythe Avenue to Brawley Avenue 2) Ashlan Avenue from West Avenue to Fruit Avenue	From: 1) Blythe Ave 2) West Ave To: 1) Brawley Ave 2) Fruit Ave Dist: N/A	$199	3.02
Fresno, City of	FRE110133		Ashlan Ave	Ashlan Ave: Blackstone Ave to Peach Ave; Install ITS Wireless communications, 2070L controllers, cameras; some detection, some vaults & cabinets	From: Blackstone Ave To: Peach Ave Dist: N/A	$700	5.07
Fresno, City of	FRE110131		Bullard Ave	Bullard Ave: Marks Ave to Willow Ave; Install ITS Wireless communications, 2070L controllers, cameras; some detection, some vaults & cabinets	From: Marks Ave To: Willow Ave Dist: N/A	$945	5.07

Exempt Project Listing

Jurisdiction/Agency	TIP/RTP Project ID	CTIPs Project ID (if available)	Facility Name/Route	Project Description	Project Limits	Estimated Cost ($000)	Exemption Code
Fresno, City of	LSTMP297		Chestnut	AC Overlay, Curb Ramp Installation, Signal Loop Detector Replacement, and Striping along Chestnut from Jensen to UPRR	From: Jensen To: UPRR Railroad Dist: N/A	$956	1.1
Fresno, City of	FRE110622		Eaton Trail located West of Friant Road	Eaton Trail Resurfacing and Bridge Repairs from 1/4 mile north of Audubon Drive northward to Copper Avenue including two bridge re-decking along the trail	From: 1/4 Mile North of Audubon Dr To: Copper Ave Dist: N/A	$196	3.02
Fresno, City of	FRE110132		First Street	First Street: Nees Ave to Ventura Street; Install ITS wireless communication, 2070L controllers, cameras; some detection, some vaults & cabinets	From: Nees Ave To: Ventura St Dist: N/A	$1,606	5.07
Fresno, City of	LSTMP357		Florence Ave	Florence Ave. between Bladeras ES and Chestnut Ave; Construct Sidewalk; Install High Visibility Crosswalk	From: Balderas Elementary School To: Chestnut Ave Dist: N/A	$104	1.06
Fresno, City of	LSTMP325		Fresno Street	Fresno Street Asphalt Concrete Overlay, Curb Ramps, Signal Loop Detectors, and Striping from Gettysburg Ave to Sierra Ave	From: Gettysburg Avenue To: Sierra Avenue Dist: N/A	$1,174	1.1
Fresno, City of	FRE130021		Friant Rd	Friant Road from Nees Avenue to Fresno Street; Road Rehabilitation	From: Nees Ave To: Fresno St Dist: 0.5	$801	1.1
Fresno, City of	FRE110617		Herndon Ave	Herndon Avenue Asphalt Concrete Overlay, Curb Ramps, and Striping from Blackstone to Cedar Avenue	From: Blackstone To: Cedar Dist: N/A	$1,823	1.1
Fresno, City of	FRE130020		Herndon Ave	Herndon Avenue from Blackstone Avenue to West Avenue; Rehabilitation	From: Blackstone Ave To: West Ave Dist: 2.00	$2,231	1.1

Exempt Project Listing							
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Fresno, City of	LSTMP195		Herndon Trail	Herndon Avenue Trail Gap from Polk to Milburn Avenues. Construct trail extension to eliminate gaps in the Herndon Trail and connect to existing facilities. Since Herndon Ave is and Expressway, the Herndon Trail provides pedestrians, joggers, and bicyclists a safe path for travel.	From: Polk To: Milburn Dist: N/A	$1,553	3.02
Fresno, City of	LSTMP387		Intersection	Intersection of Cedar and Bulldog Avenues; Install Protected Left-Turn Phasing	From: Cedar Ave To: Bulldog Ave Dist: N/A	$405	1.07
Fresno, City of	LSTMP388		Intersection	Intersection of Weber and Shields Avenues; Install traffic signals and left-turn lane	From: Weber Ave To: Shields Ave Dist: N/A	$1,032	5.02
Fresno, City of	LSTMP389		Intersection	Intersection of McKinley and Palm Avenues; Install protected left-turn phasing	From: McKinley Ave To: Palm Ave Dist: N/A	$577	1.07
Fresno, City of	LSTMP390		Intersection	Intersection of Clinton and Vassar Avenues; Install traffic signals.	From: Clinton Ave To: Vassar Ave Dist: N/A	$449	5.02
Fresno, City of	LSTMP391		Intersection	Intersection of Tulare Avenue and R Streets; Install protected left-turn phasing	From: Tulare Ave To: R St Dist: N/A	$405	1.07
Fresno, City of	FRE111360		Jensen Avenue	EB Jensen Avenue Asphalt Concrete Overlay, Curb Ramps, Signal Loop Detectors,and Striping from Chestnut Avenue to Willow Avenue	From: Chestnut Avenue To: Willow Avenue Dist: N/A	$440	1.1

Exempt Project Listing							
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Fresno, City of	FRE110135		McKinley Avenue	McKinley Ave: SR 99 to Clovis Ave; Install ITS wireless communications, 2070L controllers, cameras; some detection, some vaults & cabinets	From: SR 99 To: Clovis Ave Dist: N/A	$1,041	5.07
Fresno, City of	FRE110114		Millbrook Avenue	Millbrook Avenue Bicycle Lanes from Shields Avenue to Gettysburg Avenue	From: Shields Ave To: Gettysburg Ave Dist: N/A	$363	3.02
Fresno, City of	FRE110105		N/A	Replace existing 4-way stop control at intersection of Chestnut and Shepherd Avenues with a fully acitvated traffic signal	From: Chestnut Ave To: Shepherd Ave Dist: N/A	$387	5.02
Fresno, City of	FRE110106		N/A	Replace existing 4-way stop control at intersection of Perrin and Sommerville Avenues with a fully activated traffic signal.	From: Perrin Ave To: Sommerville Ave Dist: N/A	$388	5.02
Fresno, City of	FRE110107		N/A	Replace existing 4-way stop control at intersection of Champlain and Liberty Hill/Saybrook with a fully activated traffic signal	From: Champlain To: Liberty Hill/Saybrook Dist: N/A	$370	5.02
Fresno, City of	FRE110108		N/A	Replace existing 4-way stop control at intersection of Butler and Willow Avenues with a fully activated traffic signal.	From: Butler Ave To: Willow Ave Dist: N/A	$432	5.02
Fresno, City of	FRE110109		N/A	Replace existing 4-way stop control at intersection of Bullard and Cecelia Avenues with a fully activated traffic signal	From: Bullard Ave To: Cecelia Ave Dist: N/A	$370	5.02

Exempt Project Listing

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Fresno, City of	FRE110110		N/A	Replace existing 4-way stop control at intersection of Brawley and Shields Avenues with a fully activated traffic signal	From: Brawley Ave To: Shields Ave Dist: N/A	$592	5.02
Fresno, City of	FRE110111		N/A	Replace existing 4-way stop control at intersection of Shields and Sunnyside Avenues with a fully activated traffic signal	From: Shields Ave To: Sunnyside Ave Dist: N/A	$495	5.02
Fresno, City of	FRE110129		N/A	Herndon Avenue Right-Turn Pocket Extension at NB Blackstone Avenue	From: Herndon Ave To: NB Blackstone Ave Dist: N/A	$510	1.07
Fresno, City of	FRE110139		N/A	Sugar Pine Trail Head and Park and Ride Lot at the southwest corner of Shepherd and Willow Avenues	From: Shepherd Ave To: Willow Ave Dist: N/A	$430	3.01
Fresno, City of	FRE110610		N/A	Fresno Street Corridor Intersection Traffic Signals to upgrade ITS equipment, vaults, 2070 controllers, Opticom, pedestrian countdowns, ADA sidewalk improvements, traffic signal actuation, and install loop detectors at the intersections of Divisadero St; R St; P St; O St; N St; M St; Van Ness Ave; F St; E St	From: Fresno Street To: Divisadero, R, P, O, N, M, F, E Streets, Van Ness Ave Dist: N/A	$1,424	5.02
Fresno, City of	FRE130022		N/A	Intersection of Blackstone Avenue and Fedora Avenue; Installation and construction of a traffic signal	From: Blackstone Ave To: Fedora Ave Dist: .10	$452	5.02
Fresno, City of	FRE130036		N/A	Intersection of Clinton and Valentine Avenues; Installation of a new traffic signal	From: Clinton Ave To: Valentine Ave Dist: .01	$634	5.02

Exempt Project Listing

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Fresno, City of	FRE130070		N/A	Installation of a traffic signal at the intersection of Brawley Avenue and Barstow Avenue, including loop detection, crosswalks, signing, striping and ADA curb ramp improvements.	From: Barstow To: Brawley Dist: 0.1	$552	5.02
Fresno, City of	FRE150006		N/A	Central and Orange Avenue Intersection; Widen intersection to provide left turn lanes and widen and replace existing box culvert	From: Central To: Orange Dist: .10	$1,343	1.19
Fresno, City of	FRE150007		N/A	Central Avenue and Cedar Avenue Intersection; Widen intersection to provide left turn lanes and widen and replace existing box culvert	From: Central To: Cedar Dist: .10	$1,324	1.19
Fresno, City of	LSTMP404		N/A	Intersection of N Palm Ave and Clinton Ave; install protected left-turn phasing	From: N Palm Ave To: Clinton Ave Dist: N/A	$484	1.06
Fresno, City of	LSTMP410		N/A	BRIDGE NO. PM00100-Devloping of Bridge Preventive Maintenance Plan by City of Fresno. (Project studies only-for developinbg projects list-NOT for project development)	From: N/A To: N/A Dist: N/A	$48	1.06
Fresno, City of	FRE110134		Nees Ave	Nees Ave: Palm Ave to Willow Ave; Install ITS Wireless communications, 2070L controllers, cameras; some detection, some vaults & cabinets	From: Palm Ave To: Willow Ave Dist: N/A	$530	5.07
Fresno, City of	FRE150005		North	North Avenue from Fig Avenue to Elm Avenue; Asphalt concrete overlay, curb ramps, signal loop detectors, and striping.	From: Fig To: Elm Dist: .5	$899	1.1

Exempt Project Listing							
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Fresno, City of	LSTMP067		Shields Ave	ITS Installation and synchronization of Shields Ave from West Ave to Chestnut Ave	From: West Ave To: Chestnut Ave Dist: N/A	$1,013	5.07
Fresno, City of	FRE071804		Sugar Pine Trail	Sugar Pine Trail Improvements, Between Nees & Chestnut Aves.	From: Nees Ave To: Chestnut Dist: N/A	$145	4.12
Fresno, City of	FRE090110		unknown	Park and Ride Lot construction to accommodate 58 stalls for long distance commuter van pools and carpools near SR 99	From: unknown To: unknown Dist: N/A	$334	3.01
Fresno, City of	FRE090609		various	Construct Roundabouts at the intersections of Audubon/Del Mar and Audubon/Lexington.	From: various To: various Dist: N/A	$246	1.07
Fresno, City of	FRE071807		Ventura Ave.	Install and landscape median island, Ventura Ave. between Broadway and SR99.	From: Broadway To: SR99 Dist: N/A	$275	4.12
Fresno, City of	FRE110130		West Ave	West Ave: Herndon Ave to Olive Ave; Install ITS wireless communications, 2070L controllers, cameras; some detection, some vaults & cabinets	From: Herndon Ave To: Olive Ave Dist: N/A	$565	5.07
Fresno, City of	FRE090109		Willow Ave	ITS installation & signal coordination for Willow Ave. from Ashlan to International. Install conduit, fiber, cabinets, poles, cameras, radars, 2070L controllers.	From: Ashlan To: International Dist: N/A	$1,480	5.07
Huron, City of	FRE130044		1) Granada St 2) Los Angeles 3) Myrtle St 4) Tornado Ave	Granada Street, Los Angeles, Myrtle Street, and Tornado Avenue; Construct new sidewalks, curb ramps, and crosswalks.	From: Various To: Various Dist: 1	$172	3.02

Exempt Project Listing

Jurisdiction/Agency	TIP/RTP Project ID	CTIPs Project ID (if available)	Facility Name/Route	Project Description	Project Limits	Estimated Cost ($000)	Exemption Code
Huron, City of	FRE020136		Central Ave	In Huron - On Central Avenue Between Huron and 9th Streets - Provide Traffic Flow Improvements and Expand Park and Ride Lot	From: Huron To: 9th St Dist: N/A	$178	5.01
Huron, City of	FRE020135		Lassen Avenue	In Huron - Install Traffic Signals on Lassen Avenue at 4th and 9th Streets.	From: 4th To: 9th Dist: N/A	$451	5.02
Huron, City of	FRE150008		Lassen Avenue (SR 269)	Lassen Avenue (SR 269) to UPRR crossing between 9th Street and 10th Street; Construct pedestrian sidewalks	From: 9th Street To: 10th Street Dist: .1	$206	3.02
Huron, City of	FRE130059		N/A	In Huron at the intersection of Lassen Avenue (SR 269) and 11th Street; Install new crosswalk, curb ramps, speed feed back signs on existing "School Xing" flashing lights	From: Lassen Ave (SR 269) To: 11th St Dist: N/A	$104	3.02
Huron, City of	FRE130023		Ninth St	Ninth Street from M Street to O Street Alignment; Reconstruction	From: M St To: O St Alignment Dist: .41	$392	1.1
Huron, City of	FRE150009		Tornado	Tornado Avenue from Lassen Avenue (SR 269) to Azteca Boulevard; Construct a 3/4 street widening project to include two travel lanes, a class II bike lane, and 8 foot wide pedestrian sidewalks.	From: Lassen (SR 269) To: Azteca Dist: .21	$536	3.02
Kerman, City of	FRE090124		180	Construct new traffic signal at Whitesbridge Road and Vineland Avenue	From: N/A To: N/A Dist: N/A	$393	5.02

Exempt Project Listing

Jurisdiction/Agency	TIP/RTP Project ID	CTIPs Project ID (if available)	Facility Name/Route	Project Description	Project Limits	Estimated Cost ($000)	Exemption Code
Kerman, City of	FRE150015		California	California Avenue from Third Street to Madera Avenue (SR 145); Reconstruction of existing pavement, including replacement of existing damaged curb and gutter, sidewalk, and other concrete improvements, construction of ADA compliant curb ramps and striping.	From: Third To: Madera (SR 145) Dist: .13	$226	1.1
Kerman, City of	FRE130011		California and May Ave	California and May Avenue from Vineland Avenue to Goldenrod Avenue; Reconstruction	From: Vineland Ave To: Goldenrod Ave Dist: .5	$647	1.1
Kerman, City of	FRE130046		UPRR	UPRR from Del Norte Avenue to Siskiyou Avenue; Construct a 10 Foot Wide Pedestrian and Bicycle Trail	From: Del Norte Ave To: Siskiyou Ave Dist: 0.5	$300	3.02
Kerman, City of	FRE130001		Vineland Ave	Vineland Avenue from Kearney Boulevard to Sunset Avenue; Widen Roadway, Install Curb and Gutter and Sidewalk	From: Kearney Blvd To: Sunset Ave Dist: .14	$210	1.19
Kingsburg, City of	FRE130012		10th Ave	10th Avenue from Sierra Street to Stroud Avenue; Reconstruction	From: Sierra St To: Stroud Ave Dist: .5	$407	1.1
Kingsburg, City of	FRE090125		14th Avenue	Reconstruction pavement and construct bikelanes along 14th Avenue from Sierra to Stroud Ave.	From: Sierra Ave To: Stroud Ave Dist: N/A	$371	3.02
Kingsburg, City of	FRE130049		18th Ave (East Side)	East Side of 18th Avenue from Mariposa Street to Kern Street; Construct Sidewalk	From: Mariposa St To: Kern St Dist: 0.12	$98	3.02
Kingsburg, City of	FRE130050		18th Ave (West Side)	West Side of 18th Avenue from Lewis Street to Washington Street; Construct Sidewalk	From: Lewis St To: Washington St Dist: 0.08	$69	3.02

Exempt Project Listing

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Kingsburg, City of	FRE150010		Bethel Avenue	Bethel Avenue from SR99 SB Ramps to Golden State; Pavement Reconstruction Improvements	From: SR 99 SB Ramps To: Golden State Dist: .38	$406	1.1
Kingsburg, City of	FRE021804		California Street	Railroad Depot Restoration (In Kingsburg, on California Street, between Draper Street and Earl Street. Renovate existing train depot adjacent to Union Pacific Railroad tracks.)	From: Draper Street To: Earl Street Dist: 0.2	$1,157	2.08
Kingsburg, City of	FRE130051		N/A	Intersection of 18th Avenue and Kern Street; Construct In-Pavement Lighted Crosswalk	From: 18th Ave To: Kern St Dist: 0.25	$61	3.02
Mendota, City of	FRE071809		N/A	Beautification/Reconstruction of Derrick Ave. (SR33) 7th St. Intersection.	From: Derrick Ave To: 7th St Dist: N/A	$282	4.12
Mendota, City of	FRE130052		N/A	Purchase of Compressed Natural Gas Street Sweeper	From: N/A To: N/A Dist: N/A	$310	2.02
Orange Cove, City of	FRE110147		1) Anchor Ave 2) Jacob Ave	Sidewalk construction Anchor Ave from Park Blvd to 400 feet South and Jacob Ave from Adams Ave to 400 feet North.	From: 1) Park Blvd 2) Adams Ave To: 1) 400 Feet South 2) 400 Feet North Dist: N/A	$160	3.02
Orange Cove, City of	FRE150013		Adams	Adams Avenue from Friant-Kern Canal to Hills Valley Road; Reconstruction of existing pavement, including installation of asphalt concrete dikes, installation of street lights and pavement striping and markings.	From: Friant-Kern Canal To: Hills Valley Road Dist: .11	$160	1.1
Orange Cove, City of	FRE130014		Anchor Ave	Anchor Avenue from Adams Avenue to Park Boulevard; Reconstruction	From: Adams Ave To: Park Boulevard Dist: .50	$1,085	1.1
Orange Cove, City of	FRE130053		Center St	Center Street from Park Avenue to Railroad Avenue; Pedestrian Trail Connection	From: Park Ave To: Railroad Ave Dist: 0.03	$42	3.02

Exempt Project Listing

Jurisdiction/Agency	TIP/RTP Project ID	CTIPs Project ID (if available)	Facility Name/Route	Project Description	Project Limits	Estimated Cost ($000)	Exemption Code
Orange Cove, City of	FRE110120		East Railroad Ave.	Construct access trails from East Railroad Ave to existing trail between Anchor Ave and Park Blvd.	From: Anchor Ave. To: Park Blvd. Dist: N/A	$125	3.02
Orange Cove, City of	FRE130054		Third St	Third Street from Park Boulevard to Railroad Avenue; Construct Sidewalks	From: Park Blvd To: Railroad Ave Dist: 0.26	$195	3.02
Parlier, City of	LSTMP395		1) Zediker Ave 2) Manning Ave	Zediker Avenue from 500' South of Manning Avenue to 750' North of Manning Avenue and Manning Avenue from Zediker Avenue to 400' East of Zediker Avenue; Widen roadway, install left-turn, two-way left-turn, and right-turn lanes, and bike lanes.	From: 1) 500' S of Manning Ave 2) Zediker Ave To: 1) 750' N of Manning Ave 2) 400' E of Zediker Ave Dist: N/A	$425	1.07
Parlier, City of	FRE130055		CID/Santa Fe Canal Corridor	Consolidated Irrigation District/Santa Fe Canal Corridor from 250 feet South of Bulah Avenue to 200 feet North of Tuolumne Street; Construct pedestrian and bicycle path and landscape.	From: 250 ft S of Bulah Ave To: 200 ft N of Tuolomne St Dist: .11	$180	3.02
Parlier, City of	FRE130015		Manning Ave	Manning Avenue Westbound lanes from Newmark Avenue to Zediker Avenue; Miscellaneous deep patch repair, install median curb, resurface roadway, install street lights, install sidewalk	From: Newmark Ave To: Zediker Ave Dist: .5	$621	1.1
Parlier, City of	FRE150011		Mendocino	Mendocino Avenue from Manning Avenue to Progress Drive; Resurfacing, reconstruction, and shoulder widening	From: Manning To: Progress Dist: .15	$294	1.1

Exempt Project Listing							
Jurisdiction/Agency	**TIP/RTP Project ID**	**CTIPs Project ID (if available)**	**Facility Name/Route**	**Project Description**	**Project Limits**	**Estimated Cost ($000)**	**Exemption Code**
Parlier, City of	FRE130071		Various	Construct asphalt pavement and valley gutters in four unpaved commercial/resident alleys.	From: Various To: Various Dist: N/A	$259	1.1
Reedley, City of	FRE090115		N/A	Construction of a clean air alternative fueling center for compressed natural gas (CNG), ultra Low Sulfer Diesel, bio-diesel and E-85 ethanol fuel to be located in the Regional Transportation Center.	From: N/A To: N/A Dist: N/A	$1,195	2.11
Reedley, City of	LSTMP033		N/A	BRIDGE NO. 42C0010, E Manning Ave., Over Kings River, 1 MI E Lac Jac Ave. Replace four lane bridge with four lane bridge.	From: Manning To: Kings River Dist: N/A	$19,797	1.19
Reedley, City of	FRE150012		Reed Avenue	Reed Avenue from I Street to South Avenue (excluding intersections of Reed & North, Reed & Ponderosa, Reed & Kip Patrick and road approaches); Reconstruct roadway, traffic signal retrofit and interconnect, medians, curb and gutter and sidewalks, curb ramps, drive approaches, class I trail, class II bike lanes, utilities upgrade and relocation, lighting, landscaping, signage, and striping.	From: I Street To: South Avenue Dist: 1.3	$644	4.12

Exempt Project Listing							
Jurisdiction/Agency	**TIP/RTP Project ID**	**CTIPs Project ID (if available)**	**Facility Name/Route**	**Project Description**	**Project Limits**	**Estimated Cost ($000)**	**Exemption Code**
Reedley, City of	FRE110148		Reedley Parkway Trail	Add approximately 2700' of bicycle and pedestrian pathway to provide connectivity from the existing Rails and Trails pathway to the newly constructed Reedley Sports Park	From: Rails to Trails pathway To: Reedley Sports Park Dist: N/A	$240	3.02
San Joaquin, City of	FRE130056		1) Sports Park 2) 8th Street	Sports Park and 8th Street; Pedestrian and Bicycle Trail and Sidewalk	From: 1) California Ave 2)Trail To: 1) Existing Trail 2) Other Side of Sports Park Dist: 0.2	$175	3.02
San Joaquin, City of	LSTMP360		Various	Various Locations-Construct Bulb-Outs; Install Signs and Striping	From: Various To: Various Dist: N/A	$244	1.06
Sanger, City of	FRE130057		Annadale Ave	Annadale Avenue from Academy Avenue to Bennett Way; Add bicycle lane and pedestrian safety island crosswalk at Annadale Avenue and Tucker Avenue/Jefferson Way.	From: Academy Ave To: Bennett Way Dist: .60	$158	3.02
Sanger, City of	FRE092802		Church Ave.	Pulverize and replace existing AC paving on Church Ave. between Bethel and Greenwood	From: Bethel Ave. To: Greenwood Dist: N/A	$467	1.1
Sanger, City of	FRE110631		Greenwood Avenue	Greenwood Ave: North Ave to Jensen Ave; Rehabilitation	From: North Ave To: Jensen Ave Dist: N/A	$1,205	1.1
Sanger, City of	FRE090117		N/A	Purchase 1 CNG Vehicle for the Public Works Department	From: N/A To: N/A Dist: N/A	$73	2.02
Sanger, City of	FRE090127		N/A	Construct CNG filling station at City Corporation Yard.	From: N/A To: N/A Dist: N/A	$340	2.02
Sanger, City of	FRE110122		N/A	Expand CNG Filling Station at City Corporation Yard	From: N/A To: N/A Dist: N/A	$261	2.04
Sanger, City of	FRE110149		N/A	Purchase CNG Refuse Truck; Replace diesel truck	From: N/A To: N/A Dist: N/A	$150	2.02
Sanger, City of	LSTMP199		N/A	New Traffic Signal at Bethel and Church Avenue	From: Bethel Avenue To: Church Avenue Dist: N/A	$386	5.01

Exempt Project Listing

Jurisdiction/Agency	TIP/RTP Project ID	CTIPs Project ID (if available)	Facility Name/Route	Project Description	Project Limits	Estimated Cost ($000)	Exemption Code
Sanger, City of	FRE040611		North Ave	City of Sanger/County of Fresno Joint Project. North Ave. from Academy to Bethel Ave. Reconstruct existing two-lane road.	From: Academy To: Bethel Ave Dist: 1.12	$1,989	1.1
Sanger, City of	FRE130066		O Street	O Street from 5th Street to 9th Street: AC Overlay	From: 5th Street To: 9th Street Dist: 0.4	$235	1.1
Sanger, City of	FRE150014		O Street	O Street from 14th Street to 10th Street; Reconstruction of existing roadway pavement, repair of damages curb, gutter, sidewalk where needed and construction of accessible curb ramps.	From: 14th Street To: 10th Street Dist: .37	$566	1.1
Selma, City of	FRE090129		N/A	Purchase 3 GEM electric vehicles and 2 Chevy Volt Electric Vehicles to replace existing city fleet vehicles.	From: N/A To: N/A Dist: N/A	$122	2.02
Selma, City of	FRE090620		N/A	Whitson Ave. and Thompson Ave. Intersection. Provide left and right turn channelization and phasing for existing signal. Connect existing signal to interconnect system.	From: Whitson To: Thompson Dist: N/A	$452	5.01
Selma, City of	LSTMP409		Thompson Ave	On Thompson Avenue between Dinuba Avenue and Rose Avenue; Install rectangular rapid flashing beacons, crosswalks, striping; Construct curb ramps and shoulders.	From: Dinuba Ave To: Rose Ave Dist: N/A	$320	1.06
SouthWest Transportation Agency	FRE130058		N/A	Southwest Fresno County Transportation Agency; Replace 3 pre-1990 gross polluting buses with 3 Alternative Fuel CNG Powered School Buses.	From: N/A To: N/A Dist: N/A	$690	2.1

APPENDIX C

CONFORMITY ANALYSIS DOCUMENTATION

- 2015 FTIP/2014 RTP Conformity EMFAC Spreadsheet
- 2015 FTIP/2014 RTP Conformity Paved Road Spreadsheet
- 2015 FTIP/2014 RTP Conformity Unpaved Road Dust Spreadsheet
- 2015 FTIP/2014 RTP Conformity Construction Spreadsheet
- 2015 FTIP/2014 RTP Conformity Trading Spreadsheets (PM-10 and PM2.5)
- 2015 FTIP/2014 RTP Conformity Totals Spreadsheet

EMFAC Emissions (tons/day)

FRESNO

Pollutant	Source	Description	2017	2025	2035	2040
Carbon Monoxide	EMFAC 2011 (Winter Run)	CO Total Exhaust (All Vehicles Total)	65.15	44.09	39.96	42.04
		Conformity Total	65	44	40	42

Pollutant	Source	Description	2014	2017	2020	2023	2032	2040
Ozone	EMFAC 2011 (Summer Run)	ROG Total Exhaust (All Vehicles Total)	9.58	7.64	6.57	5.99	5.44	5.56
		Rule 9310 (School Bus)	0.00	0.00	0.00	0.00	0.00	0.00
		Rule 9410 (ETR)	-0.29	-0.20	-0.268	-0.25	-0.25	-0.25
		RFG	-0.65	-0.50	-0.36	-0.29	-0.29	-0.29
		Moyer	-0.01	-0.01	0.00	0.00	0.00	0.00
		AB1493	0.00	0.00	0.00	-0.01	-0.01	-0.01
		Smog Check	-0.23	-0.22	-0.18	-0.14	-0.14	-0.14
		Conformity Total	8.40	6.71	5.76	5.31	4.76	4.88
Ozone	EMFAC 2011 (Summer Run)	NOx Total Exhaust (All Vehicles Total)	28.01	20.83	16.50	12.30	11.53	11.99
		Rule 9310 (School Bus)	-0.05	-0.13	-0.11	-0.10	-0.10	-0.10
		Rule 9410 (ETR)	-0.27	-0.22	-0.18	-0.15	-0.15	-0.15
		RFG	0.00	0.00	0.00	0.00	0.00	0.00
		Moyer	-0.10	-0.07	0.00	0.00	0.00	0.00
		AB1493	0.00	0.00	0.00	-0.01	-0.01	-0.01
		Smog Check	-0.15	-0.15	-0.11	-0.09	-0.09	-0.09
		Conformity Total	27.43	20.26	16.10	11.96	11.19	11.65

Pollutant	Source	Description	2020	2025	2035	2040
PM-10	EMFAC 2011 (Annual Run)	PM-10 Total (All Vehicles Total) * includes tire & brake wear	1.83	1.94	2.14	2.25
	ARB	Existing Reflash, Idling, and Moyer (HDI, PFR, Moyer, AB1493, Relfash)	-0.02	-0.02	-0.02	-0.02
		Conformity Total	1.81	1.92	2.12	2.23
PM-10	EMFAC 2011 (Annual Run)	NOx Total Exhaust (All Vehicles Total)	17.37	12.60	11.94	12.55
	ARB	Existing Reflash, Idling, and Moyer (HDI, PFR, Moyer, AB1493, Relfash)	-2.73	-2.73	-2.73	-2.73
		Conformity Total	14.64	9.87	9.21	9.82

Pollutant	Source	Description	2014	2017	2025	2035	2040
PM2.5	EMFAC 2011 (Annual Run)	PM2.5 Total Exhaust (All Vehicles Total) * includes tire & brake wear	0.99	0.86	0.91	1.01	1.06
		Rule 9410 (ETR)	0.00	0.00	0.00	0.00	0.00
		Rule 9310 (School Bus)	-0.01	-0.01	-0.01	-0.01	-0.01
		Moyer	0.00	0.00	0.00	0.00	0.00
		AB1493	-0.01	-0.01	-0.02	-0.02	-0.02
		Smog Check	-0.01	-0.01	-0.01	-0.01	-0.01
		Conformity Total	1.00	0.80	0.90	1.00	1.00
PM2.5	EMFAC 2011 (Annual Run)	NOx Total Exhaust (All Vehicles Total)	29.60	21.97	12.60	11.94	12.55
		Rule 9410 (ETR)	0.00	0.00	0.00	0.00	0.00
		Rule 9310 (School Bus)	-0.13	-0.27	-0.25	-0.22	-0.22
		Moyer	-0.08	-0.07	0.00	0.00	0.00
		AB1493	0.00	0.00	-0.01	-0.01	-0.01
		Smog Check	-0.15	-0.15	-0.08	-0.08	-0.08
		Conformity Total	29.20	21.50	12.30	11.60	12.20

Paved Road Dust Emissions (tons/day)

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	9,163,546	3,345	255.565	248.553	0.681	0.075	0.630
Enter Arterial VMT ==>		Arterial	13,124,607	4,790	609.101	592.389	1.623	0.282	1.165
Enter Collector VMT ==>		Collector	2,666,280	973	123.740	120.344	0.330	0.407	0.196
		Urban	835,835	305	290.608	282.635	0.774	0.324	0.523
Enter Total of Urban and Rural		Rural	474,251	173	713.278	693.707	1.901	0.090	1.730
Local VMT Here =>	1,310,086								
		Totals	26,264,520	9,587	1992.292	1937.628	5.309		4.244

FRESNO 2025

			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	9,715,135	3,546	270.949	263.515	0.722	0.075	0.668
Enter Arterial VMT ==>		Arterial	14,236,555	5,196	660.705	642.577	1.760	0.282	1.264
Enter Collector VMT ==>		Collector	2,955,452	1,079	137.160	133.396	0.365	0.407	0.217
		Urban	883,537	322	307.194	298.765	0.819	0.324	0.553
Enter Total of Urban and Rural		Rural	501,317	183	753.985	733.298	2.009	0.090	1.828
Local VMT Here =>	1,384,854								
		Totals	28,291,996	10,327	2129.993	2071.551	5.675		4.530

FRESNO 2035

			VMT Daily	VMT (million/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)	District Rule 8061/ISR Control Rates	Control-Adjusted Emissions
Enter Freeway VMT ==>		Freeway	10,587,287	3,864	295.273	287.171	0.787	0.075	0.728
Enter Arterial VMT ==>		Arterial	15,961,897	5,826	740.777	720.452	1.974	0.282	1.417
Enter Collector VMT ==>		Collector	3,275,264	1,195	152.002	147.831	0.405	0.407	0.240
		Urban	946,355	345	329.035	320.007	0.877	0.324	0.593
Enter Total of Urban and Rural		Rural	536,960	196	807.592	785.434	2.152	0.090	1.958
Local VMT Here =>	1,483,315								
		Totals	31,307,762	11,427	2324.678	2260.894	6.194		4.936

FRESNO 2040

			VMT Daily	VMT (million/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)	District Rule 8061/ISR Control Rates	Control-Adjusted Emissions
Enter Freeway VMT ==>		Freeway	10,979,000	4,007	306.197	297.796	0.816	0.075	0.755
Enter Arterial VMT ==>		Arterial	16,857,533	6,153	782.343	760.877	2.085	0.282	1.497
Enter Collector VMT ==>		Collector	3,513,942	1,283	163.079	158.604	0.435	0.407	0.258
		Urban	983,572	359	341.974	332.591	0.911	0.324	0.616
Enter Total of Urban and Rural		Rural	558,077	204	839.352	816.322	2.236	0.090	2.035
Local VMT Here =>	1,541,649								
		Totals	32,892,123	12,006	2432.945	2366.191	6.483		5.160

DO NOT CHANGE ANY ITEMS BELOW THIS LINE

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

Emission Factors

Road Type	Silt Loading	Weight	k (lb PM10/ VMT)	Base EF (lb PM10/ VMT	
Freeway	0.02	2.4	0.0022	0.000152818	EFFreeway
Arterial	0.035	2.4	0.0022	0.000254296	EFArterial
Collector	0.035	2.4	0.0022	0.000254296	EFCollector
Local	0.32	2.4	0.0022	0.00190513	EFLocal
Rural	1.6	2.4	0.0022	0.008241141	EFRural

FRESNO

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

FRESNO

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

Unpaved Road Dust Emissions (tons/day)

FRESNO 2020

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

FRESNO 2025

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

FRESNO 2035

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

FRESNO 2040

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

DO NOT CHANGE ANY ITEMS BELOW THIS LINE

FRESNO

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

Road Construction Dust

FRESNO

Description	2020		2025		2035		2040	
	Year	Lane Miles	Year	Lane Miles	Year	Lane Miles	Year	Lane Miles
Baseline	2005	6380	2020	6722	2025	6846	2035	7028
Horizon	2020	6722	2025	6846	2035	7028	2040	7028
Difference	15	341	5	124	10	182	5	0
Lane Miles per Year		23		25		18		0
Acres Disturbed		88		96		71		0
Acre-Months		1588		1734		1273		0
Emissions (tons/year)		174.638		190.740		140.045		0.000
Annual Average Day Emissions (tons)		0.478		0.523		0.384		0.000
District Rule 8021 Control Rates		0.290		0.290		0.290		0.290
Total Emissions (tons per day)		**0.340**		**0.371**		**0.272**		**0.000**

PM10 Emission Trading Worksheet

FRESNO CONFORMITY ESTIMATES (tons/day)

	2020		2025		2035		2040	
	PM10	NOx	PM10	NOx	PM10	NOx	PM10	NOx
Total On-Road Exhaust	1.810	14.640	1.920	9.870	2.120	9.210	2.230	9.820
Paved Road Dust	4.244		4.530		4.936		5.160	
Unpaved Road Dust	0.596		0.596		0.596		0.596	
Road Construction Dust	0.340		0.371		0.272		0.000	
Total	**6.990**	**14.640**	**7.417**	**9.870**	**7.924**	**9.210**	**7.986**	**9.820**

Difference (2020 Budget - 2020)

	PM10	NOx
2020 Budgets	16.1	23.2
2020	7.0	14.6
Difference	**9.1**	**8.6**
* 1.5 (Adjustment to NOx Budget)	-13.7	

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

Difference (2020 Budget - 2025)

	PM10	NOx
2020 Budgets	16.1	23.2
2025	7.4	9.9
Difference	**8.7**	**13.3**
* 1.5 (Adjustment to NOx Budget)	-13.1	

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

Difference (2020 Budget - 2035)

	PM10	NOx
2020 Budgets	16.1	23.2
2035	7.9	9.2
Difference	**8.2**	**14.0**
* 1.5 (Adjustment to NOx Budget)	-12.3	

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

Difference (2020 Budget - 2040)

	PM10	NOx
2020 Budgets	16.1	23.2
2040	8.0	9.8
Difference	**8.1**	**13.4**
* 1.5 (Adjustment to NOx Budget)	-12.2	

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

1:1.5 PM10 to NOx Trading

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

Adjusted 2020 Budget	**7.0**	**36.9**
2020 Conformity Total	**7.0**	**14.6**
Difference	**0.0**	**22.3**

TRADING NOT NECESSARY

Adjusted 2020 Budget	**7.4**	**36.3**
2025 Conformity Total	**7.4**	**9.9**
Difference	**0.0**	**26.4**

TRADING NOT NECESSARY

Adjusted 2020 Budget	**7.9**	**35.5**
2035 Conformity Total	**7.9**	**9.2**
Difference	**0.0**	**26.3**

TRADING NOT NECESSARY

Adjusted 2020 Budget	**8.0**	**35.4**
2040 Conformity Total	**8.0**	**9.8**
Difference	**0.0**	**25.6**

TRADING NOT NECESSARY

PM2.5 Emission Trading Worksheet

FRESNO CONFORMITY ESTIMATES (tons/day)

	2017		2025		2035		2040	
	PM2.5	NOx	PM2.5	NOx	PM2.5	NOx	PM2.5	NOx
Total On-Road Exhaust	0.80	21.50	0.90	12.30	1.00	11.60	1.00	12.20

Difference (2014 Budget - 2017)

	PM2.5	NOx
2014 Budgets	1.1	31.4
2017	0.8	21.5
Difference	**0.3**	**9.9**
* 9 (Adjustment to NOx Budget)	-2.7	

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

Difference (2014 Budget - 2025)

	PM2.5	NOx
2014 Budgets	1.1	31.4
2025	0.9	12.3
Difference	**0.2**	**19.1**
* 9 (Adjustment to NOx Budget)	-1.8	

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

Difference (2014 Budget - 2035)

	PM2.5	NOx
2014 Budgets	1.1	31.4
2035	1.0	11.6
Difference	**0.1**	**19.8**
* 9 (Adjustment to NOx Budget)	-0.9	

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

Difference (2014 Budget - 2040)

	PM2.5	NOx
2014 Budgets	1.1	31.4
2040	1.0	12.2
Difference	**0.1**	**19.2**
* 9 (Adjustment to NOx Budget)	-0.9	

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

1:9 PM2.5 to NOx Trading

	PM2.5	NOx	
2014 Budget	**1.1**	**31.4**	
Adjusted 2014 Budget	**0.8**	**34.1**	
2017 Conformity Total	**0.8**	**21.5**	
Difference	**0.0**	**12.6**	**TRADING NOT NECESSARY**
Adjusted 2014 Budget	**0.9**	**33.2**	
2025 Conformity Total	**0.9**	**12.3**	
Difference	**0.0**	**20.9**	**TRADING NOT NECESSARY**
Adjusted 2014 Budget	**1.0**	**32.3**	
2035 Conformity Total	**1.0**	**11.6**	
Difference	**0.0**	**20.7**	**TRADING NOT NECESSARY**
Adjusted 2014 Budget	**1.0**	**32.3**	
2040 Conformity Total	**1.0**	**12.2**	
Difference	**0.0**	**20.1**	**TRADING NOT NECESSARY**

2014 RTP Conformity Results Summary -- FRESNO

Pollutant	Scenario	Emissions Total	DID YOU PASS?
		CO (tons/day)	CO
Carbon Monoxide	2010 Budget	240	
	2017	65	YES
	2018 Budget	240	
	2018	62	YES
	2025	44	YES
	2035	40	YES
	2040	42	YES

		ROG (tons/day)	NOx (tons/day)	ROG	NOx
Ozone	2014 Budget	10.7	30.0		
	2014	8.4	27.4	YES	YES
	2017 Budget	9.3	22.6		
	2017	6.7	20.3	YES	YES
	2020 Budget	8.3	17.7		
	2020	5.8	16.1	YES	YES
	2023 Budget	8.0	13.5		
	2023	5.3	12.0	YES	YES
	2032	4.8	11.2	YES	YES
	2040	4.9	11.7	YES	YES

		PM-10 (tons/day)	NOx (tons/day)	PM-10	NOx
PM-10	2020 Budget	16.1	23.2		
	2020	7.0	14.6	YES	YES
	2020 Budget	16.1	23.2		
	2025	7.4	9.9	YES	YES
	2020 Budget	16.1	23.2		
	2035	7.9	9.2	YES	YES
	2020 Budget	16.1	23.2		
	2040	8.0	9.8	YES	YES

PM-10	2020		2025		2035		2040	
	PM10	NOx	PM10	NOx	PM10	NOx	PM10	NOx
Total On-Road Exhaust	1.810	14.640	1.920	9.870	2.120	9.210	2.230	9.820
Paved Road Dust	4.244		4.530		4.936		5.160	
Unpaved Road Dust	0.596		0.596		0.596		0.596	
Road Construction Dust	0.340		0.371		0.272		0.000	
Total	**6.990**	**14.640**	**7.417**	**9.870**	**7.924**	**9.210**	**7.986**	**9.820**

		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
1997 PM2.5 24-Hour & Annual Standards and 2006 24-Hour Standard	2014 Budget	1.1	31.4		
	2014	1.0	29.2	YES	YES
	2014 Budget	1.1	31.4		
	2017	0.8	21.5	YES	YES
	2014 Budget	1.1	31.4		
	2025	0.9	12.3	YES	YES
	2014 Budget	1.1	31.4		
	2035	1.0	11.6	YES	YES
	2014 Budget	1.1	31.4		
	2040	1.0	12.2	YES	YES

APPENDIX D

TIMELY IMPLEMENTATION DOCUMENTATION FOR TRANSPORTATION CONTROL MEASURES

Fresno Council of Governments
Timely Implementation Documentation
2014 RTP/ 2015 FTIP

RACM Commitment	Agency	Commitment Description	Original Commitment Schedule	Commitment Funding	TIP	TIP Project ID	Project Description	2013 Conformity Update, 2008 Ozone Standard Implementation status as of 02/13	2014 RTP; 2015 FTIP Conformity Update (as of 2/14)
FR 5.10	Fresno COG	Freeway Service Patrol	on-going	not specified	2002	FRE020163	To Expand the Freeway Service Patrol to Serve Additional Segments of SR99, 168, and 180	Complete	Complete
					2002	FRE020649	To Support the Existing Freeway Service Patrol Along Segments of State Routes 41, 99, and 180 (Three Current Beats)	Complete	Complete
FR5/FR5.4	Clovis	Traffic Flow Improvements; Site Specific TCMs	in progress	not specified			Willow-Shaw Intersection	Complete	Complete
							Willow-Ashlan Intersection	Complete	Complete
							Willow-Bullard Intersection	Utilities have been relocated,and ROW acquired from CSUF,Funding source change has delayed project. Completion anticipated end of 2014.	Contract was awarded September 2013; construction is underway, on schedule to finish by end of 2014.
							Willow-Barstow Intersection	Complete	Complete
							Willow-Herndon Intersection	Complete	Complete
							Bicycle Improvement: Southern Pacific Railroad, between Alluvial-S/O Dakota	Complete	Complete
							Bicycle Improvement: Villa, between Clovis-Southern Pacific Railroad	Complete	Complete
							Bicycle Improvement: Sierra, between Willow-Clovis	Complete	Complete
							Bicycle Improvement: Willow, Bullard-Sierra	Complete	Complete
							Bicycle Improvement: Fowler, N/O Dakota-Shaw	Complete	Complete
							Bicycle Improvement: Armstrong, between Tollhouse-Bullard	Complete	Complete
FR18-TCM1-TCM4	Clovis	Twenty projects	not specified	CMAQ & TEA					
		Shaw Signal Interconnect, Clovis-Temperance			1996/1998	NO ID NUMBER	Traffic signal interconnection along Shaw (Clovis-Temperance)	Complete	Complete
		Herndon Interconnect, Willow-Tollhouse			1996/1998	NO ID NUMBER	Traffic signal interconnection along Herndon (Willow-Tollhouse)	Complete	Complete
		Villa Interconnect, Bullard-Shaw			2000	FRE000104	Traffic Signal Interconnection along Villa Avenue (Bullard-Shaw)	Complete	Complete
		Ashlan Interconnect, Clovis-Winery			2000	FRE000101	Traffic Signal Interconnection along Ashlan Avenue (Clovis-Winery)	Complete	Complete
		Fowler Interconnect, Ashlan-Barstow			2000	FRE000109	Traffic Signal Interconnection along Fowler Avenue (Ashlan-Barstow)	Complete	Complete
		Clovis Traffic Management Center			2000	FRE000105	Construction of Traffic Management Center at Clovis City Hall Facility	Complete	Complete

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		Clovis-Alluvial Traffic Signal			2000	FRE00106	Install Traffic Signal at Clovis and Alluvial Avenues	Complete	Complete
		Clovis-Sierra Traffic Signal			2000	FRE000165	New Signals at the Intersection of Clovis Avenue and Sierra Avenue	Complete	Complete
		Clovis Old Town Trail, Dayton-Willow			2000	FRE001805	Union Pacific's Clovis Branchline/Pinedale Spurline Railroad	Complete	Complete
		Dry Creek Trail Terminus, Minnewawa			2000	FRE001801	Corridor Trail Landscaping Project	Complete	Complete
		Dry Creek Trail, Alluvial-Nees			2000/2002	FRE001802/FRE021801	Dry Creek Trail Bicycle, Pedestrian & Landscaping Project Phase II (Alluvial to Nees)	Complete	Complete
		Treasure Ingmire Park Rest Stop			2000	FRE001803	Old Town Trail at Treasure Ingmire Park Rest Stop Project	Complete	Complete
		Grade Crossings Herndon			2000	FRE00102	Construction of Grade Crossings Along Old Town Trail at Herndon and Villa	Complete	Complete
		Villa			2000	FRE00102	Construction of Grade Crossings Along Old Town Trail at Herndon and Villa	Complete	Complete
		Nees			2000	FRE000112	Construction of Grade Crossings Along Old Town Trail at Willow and Nees Avenues	Complete	Complete
		Willow			2000	FRE000112	Construction of Grade Crossings Along Old Town Trail at Willow and Nees Avenues	Complete	Complete
		Ashlan Bicycle Lane			2000	FRE000107	Construct Bicycle Lane on Ashlan Avenue (Winery to Minnewawa Ave.)	Complete	Complete
		Shaw-Temperance Traffic Signal			1996/1998	NO ID NUMBER	Install actuated traffic signal & transitional pavement at & adjacent to Shaw & Temperance Ave.	Complete	Complete
		Clovis Civic Center Bicycle Lockers			1996	NO ID NUMBER	Install bicycle lockers at the Clovis Civic Center	Complete	Complete
		Installation of Bus Shelters			2000	FRE000110	Install Five Transit Bus Shelters at Various Locations	Complete	Complete
FR 5.3/TCM 1	Coalinga	Traffic signal on SR198 & Phelps Avenue	2003	CMAQ	2004	FRE020110	Install Traffic Signal at Intersection of SR33/SR198 and Phelps Avenue.	Complete	Complete
FR 9.3/9.5/10.4/10.5/ 10.7/TCM4/19.18	Coalinga	Off-street bike path on SR33 (Jayne Avenue), Merced Avenue-Willow Springs	2002	CMAQ	2002	FRE020107	Construct Bicycle Lane on Polk Street/SR198 (Merced to Willow Springs Ave.)	Complete	Complete
		Bicycle and Pedestrian Programs	implemented and ongoing	CMAQ, TEA			Bikeway: Monterey Ave. from creek at Cambridge Ave to Washington Street	Complete	Complete
							Bikeway: Cambridge Avenue from SR 33/Elm Avenue to Monterey Avenue	Complete	Complete

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							Bikeway: Polk Street from Monterey Avenue to Merced Ave.	Complete	Complete
FR 5.3	Fowler	Add left turn phasing to intersection of Merced Street and Golden State Blvd.	2002	$616,000 STP	2002	FRE020609	Golden State Boulevard/Merced Ave. Intersection Reconstruction to Improve Channel/Signalization	Complete	Complete
FR 9.3/10.4/10.5/10.7 /TCM4/19.18	Fowler	Sidewalk improvements in the vicinity of 5th Street and Main Street	ongoing	CMAQ	2002	FRE020112	Construct Pedestrian Sidewalks Along Main Street (4th to 6th St.) and Along 5th Street (Main to Merced)	Complete	Complete
FR 5.1/5.2/TCM1	Fresno	Nine projects	underway	$13 M CMAQ					
		FCMA Signal Synchronization (Phase I, II, and III)			1996 - 2002	FRE020118	FCMA Signal Synchronization Project Implementation All Phases	Complete	Complete
		Shaw & Blackstone			2000	FRE000117	Traffic Signal Improvements to Include Dual-Left Turn Phasing & Signal Appurtenances (Shaw and Blackstone Avenues)	Complete	Complete
		Shaw & Fresno			2000/2002	FRE020116	Traffic signal improvements to Include Dual-Left Turn Phasing & Signal Appurtenances (Shaw and Fresno Avenues)	Complete	Complete
		Shaw & First			2004	FRE020117	Traffic Signal Improvements to Include Dual-Left Turn Phasing & Signal Appurtenances at Intersection of Shaw Avenue and First Street	Complete	Complete
		Blackstone & Bullard			2004	FRE020119	Traffic Signal Improvements to Include Dual-Left Turn Phasing & Signal Appurtenances at Intersection of Blackstone and Bullard Avenues	Complete	Complete
		First & Tulare			2004	FRE020120	At Intersection of First Street and Tulare Avenue; Install Traffic Flow Improvements Including Dual Left-Turn Lanes & Intersection Improvements	Complete	Complete
		Shaw & West			2000/2002	FRE020121	Traffic Flow Improvements Including Dual Left-Turn Lanes & Intersection Improvements	Complete	Complete
		Chestnut & Kings Canyon			2004	FRE020122	At Intersection of Chestnut Avenue and Kings Canyon Road; Install Traffic Flow Improvements Including Dual Left-Turn Lanes & Intersection Improvements	Complete.	Complete.
		Cedar & Shaw			2000/2002	FRE020123	Traffic Flow Improvements Including Installation of Dual NB and SB Lanes & Separate Right Turn Lanes	Complete	Complete

RACM Commitment	Agency	Commitment Description	Original Commitment Schedule	Commitment Funding	TIP	TIP Project ID	Project Description	2013 Conformity Update, 2008 Ozone Standard Implementation status as of 02/13	2014 RTP; 2015 FTIP Conformity Update (as of 2/14)
		Fresno & Sierra			2004	FRE040620	Fresno Ave. at Sierra Ave. Additional turning lane and light turn phasing.	Complete	Complete
		Controller at Railroad Crossing			2000/2002	FRE020126	New Controller and Pre-Emption to Interconnect to Railroad Crossing, Reconstruct 3 Returns & New Signal Poles	Complete	Complete
		Marks & Weber			2004	FRE020127	At Marks and Weber Avenue Intersection; Install Traffic Flow Improvements Including Ultimate Build of Intersection & New Traffic Signal	Complete	Complete
		Clinton & West			2004	FRE020128	At Intersection of Clinton and West Avenues; Install Traffic Flow Improvements Including Dual EB & WB Left-Turn Lanes & Protected Left Phasing EB & WB	Complete	Complete
		Herndon, Van Ness & Marks			2000/2002	FRE020614	Widen From 4 to 6 Lanes Divided. (West Avenue to Marks Avenue) Modify Traffic Signals/Provide Dual Left Turns at turns at Van Ness & Marks Avenues. Provide Right Turn Lanes & Bus Bays	Complete	Complete
FR 9.2/9.3/9.5/TCM4/ 19.18	Fresno	Improve bicycle facilities	in progress	$1.7 M CMAQ	2004	FRE020129	Lump-Sum Bicycle Facilities Including Lanes, Racks, Traffic Control Devices to Assist Bicyclist - On Major Streets	Complete	Complete
FR 5.2/5.3/5.4/5.5/19. 25/TCM1	Huron	Install and synchronize two traffic signals; SR 269 improvements (4th & 9th Streets)	not specified; 2003	CMAQ; TEA	2002/2004	FRE020135	Install Traffic Signals on Lassen Ave. (SR 269) (4th and 9th Street intersections)	Consultation continues with Caltrans, difficult alignment and ROW causing delays. Completion anticipated end of 2015.	Consultation continues with Caltrans on the state route. The difficult alignment and ROW causing delays. Completion anticipated end of 2016.
		SR269 Improvements			2002	FRE021001	SHOPP Lump-Sum Account Non-Capacity Increasing Projects: (Safety; Roadway/Roadside Rehab.; Damage Restoration; Operations & SHOPP TEA)	Complete	Complete
FR 9.2/9.3/9.5/10.4/1 0.5/10.6/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

Fresno Council of Governments
Timely Implementation Documentation
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RACM Commitment	Agency	Commitment Description	Original Commitment Schedule	Commitment Funding	TIP	TIP Project ID	Project Description	2013 Conformity Update, 2008 Ozone Standard Implementation status as of 02/13	2014 RTP; 2015 FTIP Conformity Update (as of 2/14)
FR 5.2/19.25	Kerman	Construct signal intertie for signals along Madera Avenue	2003	CMAQ	2002/2004	FRE020137	Traffic Signal Interconnect for Four Signals Along Madera Avenue from "E" Street to Whitesbridge Road. Install Signal at Madera & Stanislaus.	Complete	Complete
FR 5.3/5.4/TCM1	Kingsburg	Intersection improvements at SR 2001 and Draper Street and 18th Avenue	2004	CMAQ	2004	FRE040616	Eliminate 2 of 3 intersections at 18th Ave. and Sierra St.provide turn pockets & expand park(18 Ave & Sierra St. intersection improvement program.	Complete	Complete
							On 18th Avenue N/O Sierra Street; Provide a Right and Left-Turn Pocket at High School Access Approach	Complete	Complete
FR 9.2/9.3/10.4/10.5/ 10.7/TCM4/19.18	Orange Cove	Purchase abandoned right-of-way to develop multipurpose use trail	not specified	CMAQ	2002/2004	FRE020143	Purchase Abandoned AT & SF Railroad ROW from Anchor to Hills Valley Road For Construction of Future Pedestrian/Bicycle Trail	Complete.	Complete.
FR5.2/FR19.25	Parlier	Coordinate Traffic Signal Systems	2002/2003	not specified			Signal timing and coordination of Manning Avenue	Complete	Complete
FR 9.3/10.4/10.5/10.7 /TCM4/19.18	Parlier	two bicycle projects	2003	partial CMAQ					
		Parlier (Mendocino to Madsen)			2000	FRE000626	Reconstruct, Widen and Install Curb, Gutter, and Sidewalk on Parlier Ave. (Mendocino Ave. to Newmark Ave.)	Complete	Complete
		Parlier			2000/2002	FRE020144	Construct Bicycle Facility Along E. Parlier Avenue (Madsen to Newmark Avenue)	Complete	Complete
		Bicycle/Pedestrian Program	2002-2003	potential sources identified, including CMAQ			Zediker Ave Sidewalks from Stanislaus St. to Fresno St.	Complete	Complete
							Construct curb access ramps at various locations	On going with TDA funds	On going with TDA funds
							4th Street sidewalk between Fig St. and East End	Complete	Complete
							I St. sidewalk between 4th St. and 3rd St.	Complete	Complete
							Repair broken Sidewalk at various locations	On going with TDA funds	On going with TDA funds
							Install traffic signal @ Parlier Ave. and Madsen Ave.	Complete	Complete
							bike lanes E. Parlier Ave. between Newmark Ave. and Madsen Ave.	Complete	Complete
FR 5.2/19.25	Reedley	Coordination software; install additional signal facilities	2002	Federal	2000	FRE000130	Install traffic signal at "I" Street and Reed Ave. & coordinate equipment from Manning to 11th Street	Complete	Complete

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FR 6.1/6.2/TCM6	Reedley	Park and ride lot		2002	Federal	1996/1998/2000	FRE000129	Acquisition & construction of 40-vehicle park & Ride facility for commuters & acquire adjacent abandoned railroad right-of-way	Complete	Complete
FR 9.3	Reedley	Construct portion of downtown rail-trail and design of two extensions	in process		partial CMAQ	2000/2002	FRE000132/FRE020147	Construct Bicycle Path/Pedestrian Trail Along Railbank Tulare Valley Railroad Corridor - Phase II (Dinuba to Buttonwillow)	Complete	Complete
						2002/2004	FRE021808	Acquire Right-Of-Way and Construct Bicycle/Pedestrian Trail Adjacent Existing Union Pacific Railroad Tracks (Manning Avenue to Kings River)	Complete	Complete
FR-19.4	Reedley	Increase Parking at Transit Centers or Stops	this year (2002)		not specified			Construct first city park and ride lot	Complete	Complete
No. 4	Reedley	Purchase PM-10 streetsweeper	not specified		CMAQ	2000	FRE000131	Replace City's Older Diesel Street Sweeper With An Alternatively Fueled CNG Sweeper	Complete	Complete
FR 5.2/19.25/TCM1	Sanger	Coordinate three signals on Jensen Avenue and four signals on Academy Avenue		2002	$500,000 CMAQ	2002	FRE020149	Traffic Signal Interconnection along Academy Avenue (Annadale - 5th) and Jensen Avenue (Bethel - City Limits)	Complete	Complete
FR5.3	Sanger	Reduce Traffic Congestion at Major Intersections	2003-2005		RSTP and Local			Bethel Ave. between 9th St. and Jenni Ave.	Complete	Complete
								Academy Ave. between Central and Church Ave.	This has been identified as a capacity increasing project (additional travel lanes) that should not be considered applicable per the conformity rule.	This project should not be considered applicable per the conformity rule because it is capacity increasing (adding travel lanes).
FR9.3/9.5/10.4/10.5/10.7/TCM4	Sanger	Bicycle/Ped. Program	ongoing-2004		potential sources identified, including CMAQ			Repair broken Sidewalk at various locations	On going with TDA funds.	On going with TDA funds.
								Bethel Ave. sidewalks between Jensen and Jenni Ave.	Complete	Complete
								Annadale Ave. sidewalks between Academy and Newmark	Complete	Complete
								9th St. sidewalks between Bethel Ave. and Cottle	Complete	Complete
FR 5.2/19.25	Selma	Traffic Signal Interconnect System	not specified		CMAQ	2002	FRE020152	Install Traffic Signals and Provide Interconnection	Complete	Complete
FR 5.3	Selma	Four signal projects	not specified		CMAQ					
		Rose/McCall				2002	FRE020152	Install Traffic Signals and Provide Interconnection	Complete	Complete
		Thompson/Whitson				2002	FRE020152	Install Traffic Signals and Provide Interconnection	Complete	Complete
		Thompson/Dinuba				2000	FRE000138	Install Traffic Signal at Intersection of Thompson & Dinuba Avenues	Complete	Complete

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		McCall/Barbara			2002	FRE020154	In Selma (At McCall Avenue and Barbara Street Intersection) Install Traffic Signal Interconnect With City Traffic Signal Synchronization System	Complete	Complete
FR 19.18	Selma	Four pedestrian projects Highland Avenue	not specified	not specified	2000	FRE000635	Improvements to Highland/Gonzales Parkway & signalization of Golden St. State Boulevard/Highland Avenue Intersection - Phase II	Complete	Complete
		Rose			2000	FRE000638	Reconstruct/Repave With AC Overlay on Rose Ave. (McCall Ave. to Country Club Lane)	Complete	Complete
		Second			2001	FRE000640	Various AC Overlays on Eligible Routes	Complete	Complete
		McCall			2001	FRE000637	AC Overlay With Fabric Underlayment (Arrants Street to Dinuba Avenue)	Complete	Complete
FR5.3	Fresno County	Reduce Traffic Congestion at Major Intersections	not specified	not specified			Signal @SR 145 and Belmont Ave.	Complete	Complete
							Signal @ SR 41 and Mt. Whitney Ave.	Complete	Complete
							Grade separation on Chestnut Ave @ Golden State Blvd/UPRR crossing	Complete	Complete
FR 5.9	Fresno County	Bus pullout on Shaw Avenue at Wishon Avenue	not specified	not specified	1996/1998/2000	FRE000140	Construct bus turnouts at four existing bus stops on Shaw Avenue (Palm-Blackstone)	Complete	Complete
FR 9.3/10.4/TCM4	Fresno County	Bicycle/Pedestrian Program and Development of Bicycle Travel Facilities	2002	Local			Class II bikeway on Ashlan between Minnewawa and Clovis	Complete	Complete
							Bikeways on Auberry Road between MP2 and MP4 and at Friant-Kern Canal	Complete	Complete
							Bikeway Friant Rd, Millbrook to North Fork Rd	Complete	Complete
							Bikeway on Millerton Rd from Park entrance to Sky Harbor Rd.	Consultation continues, difficult environmental setting-studies and mitigation causing delays; upgrades needed to roadway are under study.	Project is progressing. MND for project received approval December 2013. Difficult ROW and sensitive environmental area has caused delays. Consultation and planning studies
FR19.18	Fresno County	Pedestrian Facilities	2002	CDBG, TDA, Safe Routes to Schools			Selma W. Front Street Improvements	Complete	Complete
							Kerman Kearney Plaza Improvements	Complete	Complete

RACM Commitment	Agency	Commitment Description	Original Commitment Schedule	Commitment Funding	TIP	TIP Project ID	Project Description	2013 Conformity Update, 2008 Ozone Standard Implementation status as of 02/13	2014 RTP; 2015 FTIP Conformity Update (as of 2/14)
							Parlier Sidewalk Improvements @ Zediker Ave.	Complete	Complete
							Parlier Third Street Improvements	Complete	Complete
							Reedley East Area Street Drainage/Sidewalk Improvements	Complete	Complete
							Tranquility Curb/Gutter/Sidewalk & Street Reconstruction Phase V	Complete	Complete
							Del Ray Sidewalk/Curb & Gutter Reconstruction	Complete	Complete
ADDITIONAL PROJECTS IDENTIFIED									
FR9.2	Coalinga	Encouragement of Pedestrian Travel					Cambridge Avenue – New sidewalk installed from Elm Ave to Joaquin Street.	Complete	Complete
							Sunset Avenue – New sidewalk installed from Van Ness to Cambridge Ave.	Complete	Complete
				CDBG			Valley Street – New sidewalk is proposed from Louisiana Street to Hachman Street.	Complete	Complete
FR-TCM1	Firebaugh	Traffic Flow Improvements		CMAQ	2007	FRE040105	Construct Park and Ride lot.	Complete	Complete
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.	Project delayed due to Caltrans requesting contract revisions, and revalidation of environmental document. Construction anticipated summer 2013, completion anticipated end of 2014	Contract revisions and revalidation of environmental complete. City engineer confirmed construction completion anticipated by the end of 2014.
FR10.4/10.5	Fresno / Fresno Area Express	Development of Bicycle Travel Facilities/Expedite Bicycle Projects from RTP					Bike lanes along C Street from Fresno to Ventura, Fruit Avenue between Clinton and Dakota, H Street from Divisadero to Merced and various segments of First Street between Herndon and Ashlan.	Complete	Complete
FR9.2	Kingsburg	Encouragement of Pedestrian Travel			2007	FRE040113	Construct sidewalks along 10th Ave. (Academy Ave.) from Sierra Street to Stroud Ave.	Complete	Complete
FR9.5	Kingsburg	Encouragement of Bicycle Travel			2007	FRE040112	Construct Class I bike path along Golden State Blvd from Bethel Ave to Laurel St. Will be located between existing eastern edge of shoulder and UPRR tracks.	Complete	Complete

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RACM Commitment	Agency	Commitment Description	Original Commitment Schedule	Commitment Funding	TIP	TIP Project ID	Project Description	2013 Conformity Update, 2008 Ozone Standard Implementation status as of 02/13	2014 RTP; 2015 FTIP Conformity Update (as of 2/14)
FR19.18	Mendota	Pedestrian Facilities					Approximately 3,000 lineal feet of sidewalks and curb access ramps are currently under construction along Derrick Ave. (SR-33).	Complete.	Complete.
FR5.4	Parlier	Site-Specific Transportation Control Measures					Modify the traffic signal at the intersection of Manning Ave. and Mendocino Ave. to provide for north- and southbound protected left turn phasing.	Complete	Complete
FR9.2/10.4/10.5/10.7/TCM-4	Reedley	Various Bicycle and Pedestrian		TE			Reedley Phase IV - Rails to Trails. Class I trail from Manning to Kings River along the San Joaquin Valley Railroad Corridor.	Complete	Complete
FR19.18	Reedley	Pedestrian Facilities		CMAQ	2007	FRE040115	Install sidewalks and ramps, replace/repair existing sidewalks and ramps on both sides of Manning Ave. between Frankwood and Buttonwillow Ave.	Project delayed due to rain, anticipate summer 2013 construction, completion by end of 2014.	Reedley staff confirmed project is progressing, is on schedule to complete by the end of 2014.
FR9.3	Selma	Bicycle/Pedestrian Program					Constructed Shoulders and made pedestrian improvements along McCall Avenue from Floral Avenue to Arrants Street.	Complete	Complete
FR5.4	Fresno County	Site-Specific Transportation Control Measures					Install traffic signals at Belmont/Academy Avenues, Fruit/Browning Avenues, and Millerton Road/Table Mountain Casino.	Complete	Complete
FR10.7A	Fresno County	Require Inclusion of Paved Shoulders Adequate for Bicycle Use on State or Federally Funded Reconstruction or Widening of Federal Major Collectors or Greater					Install on Academy Avenue from SR 180 to Shaw; Rose Avenue from Amber to Lac Jac; McCall Avenue from Jensen to SR 180; Jayne Avenue from Sacramento Alignment to Sutter; Crawford Avenue from Floral to Manning.	Complete	Complete

Fresno Council of Governments
2002 RACM Timely Implementation Documentation
2014 RTP/ 2015 FTIP

RACM Commitment	Agency	Measure Title	Measure Description (not verbatim)	Implementation Status 2013 Conformity Update, 2008 Ozone Standard (update as of 2/13)	2014 RTP, 2015 FTIP (as of 2/2014)
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 2013-14 Overall Work Program (OWP). Fresno COG will continue to implement this program.	Fresno COG will continue to implement this program. Funding will be included in the 2014-15 Overall Work Program.
FR1.1	Clovis / Clovis Transit	Regional Express Bus Program	Review and evaluate travel. Improve and expand system with purchase of new vehicles. Continue to evaluate possible express routes where feasible.	Staff continues to evaluate regional transit services. No need yet identified. Evaluation ongoing.	Staff continues to evaluate regional transit services. No need yet identified.
FR1.2	Clovis / Clovis Transit	Transit Access to Airports	Provide access to Fresno Yosemite International Airport.	Access to Fresno Yosemite International Airport is provided by Clovis "Roundup" which provides curb-to-curb service for senior and disabled residents from their homes, to and from the airport. Clovis "Stageline" services continues to coordinate with Fresno Area Express to provide regular route service to the airport.	Clovis "Roundup" provides curb-to-curb service for senior and disabled residents from their homes, to and from Fresno Yosemite International Airport. Clovis "Stageline" services continues to coordinate with Fresno Area Express to provide regular route service to 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.	Bus pullouts are included in new construction.	Bus pullouts are included in new construction.
FR10.2	Clovis / Clovis Transit	Bike Racks on Buses	Include bike racks with new vehicle purchases.	All new fixed route buses are purchased with a bicycle rack on the front of the vehicle.	All new fixed route buses are purchased with a bicycle rack on the front of the vehicle.
FR10.7	Clovis / Clovis Transit	Require inclusion of bicycle lanes on state or federally funded thoroughfare projects.	Locate bicycle lanes on state or federally funded highway projects.	Clovis will continue to install bicycle facilities with all new development as appropriate. The city of Clovis has designed and constructed bicycles lanes on State and Federally funded projects where right-of-way and funding allowed.	The city of Clovis has designed and constructed bicycles lanes on State and Federally funded projects where right-of-way and funding allowed. Clovis will continue to install bicycle facilities with all new development as appropriate.
FR19.5	Clovis / Clovis Transit	Transit Stop Improvements	Provide transit stop improvements, including benches, shelters, and lighting.	Ongoing. Damaged benches have been replaced or repaired. Improvements to bus stops including shelters will continue over the next fiscal years particularly if routes are expanded.	Ongoing. Damaged benches have been replaced or repaired. Improvements to bus stops and bus shelters will continue, particularly if routes are expanded.
FR5.4	Coalinga	Site-Specific Transportation Control Measures	Intersection improvements through review of proposed developments.	The City of Coalinga continues to review the need for this measure at appropriate locations, but has not identified a specific need at this time.	The City of Coalinga continues to review the need for this measure at appropriate locations, but has not identified a specific need at this time.
FR9.2	Coalinga	Encouragement of Pedestrian Travel	Promotion of pedestrian travel. Expend sidewalks and crosswalks.	All projects in TID table are completed. Private developments are required to install sidewalks as part of the planning and building approval process (Zoning Ordinance).	All projects in TID table are completed. Private developments are required to install sidewalks as part of the planning and building approval process (Zoning Ordinance).
FR-TCM1	Firebaugh	Traffic Flow Improvements	Apply for funding to create park and ride lot.	Project complete.	Project complete.
FR5.4	Fowler	Site-Specific Transportation Control Measures	Monitor traffic flows and make improvements as needed.	Vehicular traffic within the City of Fowler does not experience delays associated with geometric or traffic control configurations. Traffic flows are routinely observed and monitored during field excursions within the City. No need yet identified.	Vehicular traffic within the City of Fowler does not experience delays associated with geometric or traffic control configurations. Traffic flows are routinely observed and monitored during field excursions within the City. No need yet identified.
FR-TCM1	Fowler	Traffic Flow Improvements	Monitor growth and respond appropriately.	Project is progressing, see Project TID table for update.	Project is progressing, and is updated on the TID Tables.
FR1.2	Fresno / Fresno Area Express	Transit Access to Airports	Public transportation to airports. Implementation of this strategy is in effect.	Service to airport is in effect.	Service to airport is in effect.

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FR5.9	Fresno / Fresno Area Express	Bus Pullouts in Curbs for Passenger Loading	Provide for bus pullouts. Review the need and evaluate benefits of providing bus pullouts for major projects.	All new street construction and capital improvement projects are constructing far side or mid-block bus bays, as feasible per safety and traffic flow, per City of Fresno Public Works standards.	All new street construction and capital improvement projects are constructing far side or mid-block bus bays, as feasible per safety and traffic flow, per City of Fresno Public Works standards.
FR5.16	Fresno / Fresno Area Express	Adaptive traffic signals and signal timing	Adjust traffic timing and install 470 cameras at various locations.	All new traffic signal projects comply with FHWA and City of Fresno adopted ITS standards.	All new traffic signal projects comply with FHWA and City of Fresno adopted ITS standards. The city continues to use development fees and grant funds to improve system.
FR10.2	Fresno / Fresno Area Express	Bike Racks on Buses	Promotes placement of bicycle racks on buses. All 108 buses have installed bus racks.	All buses have installed bike racks. New buses include bike racks.	All buses have installed bike racks. New buses include bike racks.
FR10.4	Fresno / Fresno Area Express	Development of Bicycle Travel Facilities	Accommodate bicycle lanes with new or substantially expanded major street right-of-ways at the time of development.	The City of Fresno has installed several miles of bike lanes in each of the recent FTIP cycles using CMAQ funds in the existing urbanized area. New development is constructing on-street bike lanes.	New development will continue to construct on-street bike lanes. The City of Fresno has installed several miles of bike lanes in each of the recent FTIP cycles using CMAQ funds in the existing urbanized area.
FR10.5	Fresno / Fresno Area Express	Expedite Bicycle Projects from RTP	Build out bicycle projects at an accelerated rate.	The City of Fresno has installed several miles of bike lanes in each of the recent FTIP cycles using CMAQ funds in the existing urbanized area. New development 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. New development will continue to construct on-street bike lanes.
FR10.7	Fresno / Fresno Area Express	Require inclusion of bicycle lanes on state or federally funded thoroughfare projects.	Provide adequate right-of-way for bike lanes along all major streets to the extent economically and physically feasible, including streets that are improved with Federal or State funds.	New projects require bike lanes on all major streets, where feasible. In some instances, physical or other issues may limit the inclusion of bike lanes.	New projects require bike lanes on major streets, where feasible. In some instances, physical or other issues may limit the inclusion of bike lanes.
FR15.2	Fresno / Fresno Area Express	Pedestrian and Bicycle Overpasses Where Safety Dictates	Evaluate the need for pedestrian and bicycle overpasses as the need arises.	Safety evaluation is on-going as development proposals are received and as traffic patterns change. No need yet identified.	Safety evaluation is on-going as development proposals are received and as traffic patterns change. No need yet identified.
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.	Fresno continues to implement on-going improvements. FTIP Project FRE021510 includes funding for these small scale individual projects.
FR5.3	Kerman	Reduce Traffic Congestion at Major Intersections	Continue to monitor traffic flows and street congestion and make improvements on an as-needed basis.	Commitment 5.2/19.25 on Project TID table: Complete.	Commitment 5.2/19.25 on Project TID table: Complete.
FR5.4	Kerman	Site-Specific Transportation Control Measures	Continue to monitor traffic flows and street congestion and make improvements on an as-needed basis.	Development projects are required to make improvements that will conform to Kerman's general plan.	Development projects are required to make improvements that will conform to Kerman's general plan.

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FR9.3	Kerman	Bicycle/Pedestrian Program	Fund high priority bicycle/pedestrian projects in countywide plans	Stripping for Class II bicycle lanes is included on all new collector streets.	All new collector streets are stripped for Class II bicycle lanes.
FR-TCM1	Kerman	Traffic Flow Improvements	Continuously evaluate traffic conditions and plan, program, and implement projects to provide free flowing traffic.	Plans for Vineland/Whitesbridge signal submitted to Caltans 11/2012; construction anticipated summer 2013, completion end of 2014.	Signal plans approved by Caltrans. Utility relocation began January 2014, signal construction to begin summer 2014, completion anticipated end of 2014.
FR9.2	Kingsburg	Encouragement of Pedestrian Travel	Promotion of pedestrian travel. Expanded network of sidewalks and crosswalks to improve pedestrian access.	FR 9.2-FRE 040113 (TID Table) complete. Kingsburg continues committment to bike/ped projects using CMAQ funding.	FR 9.2-FRE 040113 (TID Table) complete. Kingsburg continues committment to bike/ped projects using CMAQ funding.
FR9.5	Kingsburg	Encouragement of Bicycle Travel	Promotion of pedestrian travel. Capital improvements to increase bicycle use. Build out at an accelerated rate to achieve benefits in time for attainment deadline of	The City of Kingsburg has striped and signed all of the Class I and II bicycle lanes in Master Plan. See Project TID table for other projects.Commitment FR9.5 - FRE 040112 (TID Table) complete.	Commitment FR9.5 - FRE 040112 (TID Table) complete.
FR19.18	Mendota	Pedestrian Facilities	Expanded network of sidewalks and crosswalks to improve pedestrian access.	FR 19.18 (TID Table) complete	FR 19.18 (TID Table) complete
FR-TCM1	Orange Cove	Traffic Flow Improvements	Evaluate traffic conditions and plan, program, and implement projects to provide free flowing traffic	The first traffic signal was installed in Orange Cove in 2009 at Anchor and South Ave. Traffic flows are routinely observed and monitored during field excursions within the City. No additional need yet identified.	The first traffic signal was installed in Orange Cove in 2009 at Anchor and South Ave. Traffic flows are routinely observed and monitored during field excursions within the City. No additional need yet identified.
FR5.3	Parlier	Reduce Traffic Congestion at Major Intersections	Continue to monitor traffic flows and street congestion and make improvements on an as-needed basis.	All intersections within the City of Parlier continue to operate at acceptable levels of service.The city will continue to monitor and make improvements as necessary.	All intersections within the City of Parlier continue to operate at acceptable levels of service.The city will continue to monitor and make improvements as necessary.
FR5.4	Parlier	Site-Specific Transportation Control Measures	Continue to monitor traffic flows and street congestion and make improvements on an as-needed basis.	FR5.4 (TID Table) Complete. Traffic flows are routinely observed and monitored during field excursions within the City. No additional need identified.	FR5.4 (TID Table) Complete. Traffic flows are routinely observed and monitored during field excursions within the City. No additional need identified.
FR-TCM1	Parlier	Traffic Flow Improvements	Continue to monitor traffic flows and street congestion and make improvements on an as-needed basis.	Traffic flows are monitored during field excursions to the City of Parlier. No additional need identified at this time.	Traffic flows are monitored during field excursions to the City of Parlier. No additional need identified at this time.
FR5.3	Reedley	Reduce Traffic Congestion at Major Intersections	Continue to monitor congestion throughout the City and make improvements as warranted.	Walkability evaluation and capacity reviews continue. Reedley has incorporated bike facilities in all developments and all federal aid programs.The City continues to conduct yearly traffic counts at all of its major intersections, monitoring its current level of service.	The city continues to conduct yearly traffic counts at all of its major intersections, monitoring the level of service.Walkability evaluation and capacity reviews continue. Reedley has incorporated bike facilities in all developments and all federal aid programs.

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FR5.4	Reedley	Site-Specific Transportation Control Measures	This measure could include geometric or traffic control improvements at specific congested intersections or at other	The City continues to conduct yearly traffic counts at all of its major intersections, monitoring its current level of service. No additional need identified at this time.	The City continues to conduct yearly traffic counts at all of its major intersections, monitoring its current level of service. No additional need identified at this time.
FR9.2	Reedley	Encouragement of Pedestrian Travel	Plan, program, and execute projects that encourage both pedestrian and bicycle travel.	FR9.2 (TID Table) Complete.	FR9.2 (TID Table) Complete.
FR10.4	Reedley	Development of Bicycle Travel Facilities	Encourage a variety of capital improvements to increase bicycle use.	FR10.4 (TID Table) Complete. Construction of new bike trail along Buttonwillow Ave. from Huntsman to Dinuba is being coordinated with Irrigation District permitting to underground ditch. Anticipated Fall 2012-13 completion. Delayed due to required coordination with other federally funded portion , and two irrigation seasons.	FR10.5 (TID Table) Complete. Two Phases: Buttonwillow ditch 90% complete; Bike path over ditch bid approved; anticipated to begin construction Spring 2014 with completion anticipated end of 2014.
FR10.5	Reedley	Expedite Bicycle Projects from RTP	Build out bicycle and pedestrian plan at an accelerated rate to achieve benefits in time for attainment deadline in 2005.	FR10.5 (TID Table) Complete. Construction of new bike trail along Buttonwillow Ave. from Huntsman to Dinuba is being coordinated with Irrigation District permitting to underground ditch. Anticipated Fall 2012-13 completion. Delay due to required coordination with other federal funded portion, and two irrigation seasons.	FR10.5 (TID Table) Complete. Two Phases: Buttonwillow ditch 90% complete; Bike path over ditch bid approved; anticipated to begin construction Spring 2014 with completion anticipated end of 2014.
FR10.7	Reedley	Require inclusion of bicycle lanes on state or federally funded thoroughfare projects.	Construction projects that involve state or federal funds shall include provisions for bicycle lanes when practical.	The City continues commitment to including the installation of bike lanes and the construction of bike trails whenever practical.	The City continues commitment to including the installation of bike lanes and the construction of bike trails whenever practical.
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 conducts yearly traffic counts at all of its major intersections, monitoring its current level of service.
FR-TCM4	Reedley	Bicycle Lanes and Facilities	Fund high priority bicycle/pedestrian projects in countywide plans.	The Reedley Bicycle Master Plan was prepared with the countywide plan in mind and every effort was made to keep and enhance the connectivity of the county plan through the City of Reedley. The City is committed to including the installation of bike lanes and the construction of bike trails whenever practical.	The Reedley Bicycle Master Plan was prepared with the countywide plan in mind and every effort was made to keep and enhance the connectivity of the county plan through the City of Reedley. The City is committed to including the installation of bike lanes and the construction of bike trails whenever practical.
FR-TCM5	Reedley	Alternative Fuels Program	Purchase of additional CNG vans.	City transit vans are CNG. No additional need identified.	City transit vans are CNG. No additional need identified.
FR19.18	Reedley	Pedestrian Facilities	Expanded network of sidewalks and crosswalks to improve pedestrian access.	FR19-8 (TID Table) Complete.	FR19-8 (TID Table) Complete.
FR5.4	Sanger	Site-Specific Transportation Control Measures	Continue to monitor traffic flows and street congestion and make improvements on an as-needed basis.	The city continues to monitor increasing traffic flows and congestion and identify potential project opportunities.	Commitment FR 5.2/19.25/TCM1 in Project TID table is complete.The city continues to monitor increasing traffic flows and congestion to identify potential project opportunities.
FR9.2	Sanger	Encouragement of Pedestrian Travel	Continue to plan, program, and construct projects that encourage pedestrian travel.	Approved Sanger bicycle plan allows bicycling to become an alternative and viable mode of transportation. BTA/CMAQ funding used for bike paths. 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, when need identified.	Sanger bicycle plan allows bicycling to become an alternative and viable mode of transportation. Active Transportation Program and CMAQ funding will be used for bike paths. Subdivision projects are required to install various pedestrian trails and bike lanes along with parks where applicable. Active Transportation Program grants will be used to install sidewalks at various locations, when need identified.

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FR5.3	San Joaquin	Reduce Traffic Congestion at Major Intersections	Continue to monitor traffic flows and street congestion and make improvements on an as-needed basis.	City of San Joaquin traffic levels do not cause any congestion. The city will continue to monitor the need for improvements. No need identified at this time.	City of San Joaquin traffic levels do not cause any congestion. The city will continue to monitor the need for improvements. No need identified at this time.
FR5.4	San Joaquin	Site-Specific Transportation Control Measures	Continue to monitor traffic flows and street congestion and make improvements on an as-needed basis.	All development projects are required to make improvements that will conform to the city's general plan.	All development projects are required to make improvements that will conform to the city's general plan.
FR9.3	San Joaquin	Bicycle/Pedestrian Program	Fund high priority bicycle/pedestrian projects in countywide plans	All new collector streets are striped for bicycle lanes.	All new collector streets are striped for bicycle lanes.
FR-TCM1	San Joaquin	Traffic Flow Improvements	Continuously evaluate traffic conditions and plan, program, and implement projects to provide free flowing traffic.	Traffic Element of General Plan update is in progress. No additional needs identified at this time.	Traffic Element of General Plan update is in progress. No additional needs identified at this time.
FR5.4	Selma	Site-Specific Transportation Control Measures	This measure could include geometric or traffic control improvements at specific congested intersections or at other substandard locations.	Vehicular traffic within the City of Selma does not experience delays associated with geometric or traffic control configurations. Traffic flows are routinely observed and monitored during field excursions within the City. No need yet identified.	Vehicular traffic within the City of Selma does not experience delays associated with geometric or traffic control configurations. Traffic flows are routinely observed and monitored during field excursions within the City. No need yet identified.
FR9.3	Selma	Bicycle/Pedestrian Program	Fund high priority bicycle/pedestrian projects in countywide plans	FR9.3 (TID Table) complete.	FR9.3 (TID Table) complete.
FR5.2	Fresno County	Coordinate Traffic Signal Systems	Installation of hard-wire and fiber-optic signal interconnection.	Fresno County has completed installation of hard-wire and fiber optic interconnection infrastructure on all major corridors under County jurisdiction in the Fresno-Clovis metro area. System operation continues to be dependent on implementation by the City of Fresno. The City of Fresno has completed ITS Phase 3-creating an efficient citywide traffic coordination system. Total cost for the 3 phases-$15 million.(CMAQ, RSTP) The City implemented Traffic Signal Mitigation Impact Fees for developer constructed ITS will provide$23 million. All traffic signal projects include ITS per City ITS standards.	System operation continues to be dependent on implementation by the City of Fresno. Fresno County has completed installation of hard-wire and fiber optic interconnection infrastructure on all major corridors under County jurisdiction in the Fresno-Clovis metro area. The City of Fresno has completed ITS Phase 3-creating an efficient citiwide traffic coordination system.Total cost for the 3 phases-$15 million.(CMAQ, RSTP) The City implemented Traffic Signal Mitigation Impact Fees for developer constructed ITS will provide$23 million.All traffic signal projects include ITS per City ITS standards.
FR5.4	Fresno County	Site-Specific Transportation Control Measures	This measure could include geometric or traffic control improvements at specific congested intersections or at other substandard locations	FR5.4 (TID Tables) Complete. Ongoing measure.	FR5.4 (TID Tables) Complete. Ongoing measure.
FR10.7A	Fresno County	Require Inclusion of Paved Shoulders Adequate for Bicycle Use on State or Federally Funded Reconstruction or Widening of Federal Major Collectors or Greater	Require construction of paved shoulders to meet at least minimum class II bike lane standards on state or federally funded reconstruction or widening of federal major collectors or greater.	FR10.7 (TID Tables) Complete. Ongoing measure.	FR10.7 (TID Tables) Complete. Ongoing measure.
FR8.6	FCRTA	Subscription Services	Offer subscription services pursuant to Federal guidelines, in that at no time may a vehicle's capacity be subscribed for more than fifty percent (50%) of its capacity	FCRTA continues to maintain a Subscription Service program for each of its operations. Patrons for such Subscription Service represents less that five percent (5%) of our total ridership at this time. The FCRTA remains committed to pursuing this commitment.	FCRTA continues to maintain a Subscription Service program for each of its operations. Patrons for such Subscription Service represents less that five percent (5%) of our total ridership at this time. The FCRTA remains committed to pursuing this commitment.

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

APPENDIX E

PUBLIC MEETING PROCESS DOCUMENTATION

Account: 2334148COU Class: 894 Last user: AKASPARIAN
Ad Start: 3/21/14 Ad Stop: 3/21/14 Total Cost: $1488.86 Run Days:

PUBLIC NOTICE

#15266

NOTICE OF PUBLIC HEARING and NOTICE OF AVAILABILITY on the DRAFT 2015 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM, THE DRAFT 2014 REGIONAL TRANSPORTATION PLAN/ SUSTAINABLE COMMUNITIES STRATEGY, CORRESPONDING DRAFT CONFORMITY ANALYSIS, AND DRAFT PROGRAM ENVIRONMENTAL IMPACT REPORT

NOTICE IS HEREBY GIVEN that the Fresno Council of Governments (Fresno COG) will hold a public hearing on April 24, 2014 at 5:30 pm during the Fresno COG Policy Board Meeting at the Fresno COG office building at 2035 Tulare Street, Suite 201, Fresno, CA 93721. The purpose of the public hearing is to receive public comments on the following documents:

- The Draft 2015 Federal Transportation Improvement Program (2015 FTIP) is a near-term listing of capital improvement and operational expenditures utilizing federal and state monies for transportation projects in Fresno County during the next four years.
- The Draft 2014 Regional Transportation Plan/Sustainable Communities Strategy (2014 RTP/SCS) is a long-term coordinated transportation/land use strategy to meet Fresno County transportation needs out to the year 2040.
- The Draft Program Environmental Impact Report (EIR) document provides an analysis of potential environmental impacts related to the implementation of the RTP/SCS as required by the California Environmental Quality Act (additional EIR description below).
- The corresponding Draft Air Quality Conformity Analysis for the 2015 FTIP and 2014 RTP/SCS contains the documentation to support a finding that the 2015 FTIP and 2014 RTP/SCS meet the air quality conformity requirements for carbon monoxide, ozone and particulate matter.

Informational Meeting: An informational meeting regarding the Draft 2014 Regional Transportation Plan/Sustainable Communities Strategy (2014 RTP/SCS) will also be held during the Fresno COG Policy Board Meeting at the Fresno COG office on April 24, 2014 at 5:30 p.m.

Additional Public Hearing: Fresno COG will hold a second public hearing to receive public comments on the Draft 2014 Sustainable Communities Strategy (SCS) on May 7, 2014 at 6:00 p.m. at Selma City Hall, 1710 Tucker St, Selma, CA 93662.

Public Review and Comment: A concurrent 55-day public review and comment period will commence on March 21, 2014 and conclude on May 15, 2014. The draft documents are available for review on the Fresno COG website at www.fresnocog.org. Or they may be viewed at the following locations:

- Fresno COG office, 2035 Tulare Street, Suite 201, Fresno, CA 93721
- Fresno County Main Library: 2420 Mariposa Street, Fresno, CA 93721

Public comments are welcomed at the hearing, or may be submitted in writing by 5:00 pm on May 15, 2014 to Barbara Steck at the address, email or fax number below.

Contact Person: Barbara Steck, Deputy Director
2035 Tulare Street Suite 201 Fresno, CA 93721
559-233-4148 (office)
559-233-9645 (fax)
bjsteck@fresnocog.org

Adoption of the plans: After considering the comments, the documents will be considered for adoption, by resolution, by the Fresno COG at a regularly scheduled meeting to be held on June 26, 2014. The documents will then be submitted to state and federal agencies for approval.

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

EIR Description: Fresno COG has prepared a Draft Program Environmental Impact Report (Program EIR), in accordance with the California Environmental Quality Act (CEQA) for the 2014 Regional Transportation Plan and Sustainable Communities Strategy (2014 RTP/SCS). The 2014 RTP identifies the region's transportation needs and issues, sets forth an action plan of projects and programs to address the needs consistent with the adopted policies, and documents the financial resources needed to implement the plan. Additional areas of emphasis in the 2014 RTP include an Environmental Justice Report and Sustainable Communities Strategy. In addition, the 2014 RTP includes updated project lists and performance measures. Projects are identified at a conceptual level for purposes of the RTP, and this Draft Program EIR is programmatic in nature - meaning it does not specifically analyze individual projects.

The Program EIR finds that implementation of the 2014 RTP/SCS could result in significant and unavoidable impacts to the following issues areas: Aesthetics; Agricul-

tural Resources; Air Quality; Biotic Resources; Climate Change; Cultural Resources; Energy and Energy Consumption; Geology and Soils; Hazardous Materials; Hydrology and Water Quality; Land Use and Planning; Noise; Population and Housing; Public Utilities, Other Utilities and Service Systems; and Transportation/Traffic.

En español: Individuos con discapacidades pueden llamar a Fresno COG (con el previo aviso de 3 días laborables) para solicitar recursos auxiliares necesarios para participar en la audiencia pública. Los servicios de traducción también están disponibles (con el previo aviso de 3 días laborables) a participantes que hablan cualquier idioma atra vez de servicios de traducción profesionales.

Favor de llamar a Fresno COG al 559-233-4148, para más información.

PUBLIC NOTICE

#15266

NOTICE OF PUBLIC HEARING and NOTICE OF AVAILABILITY on the DRAFT 2015 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM, THE DRAFT 2014 REGIONAL TRANSPORTATION PLAN/ SUSTAINABLE COMMUNITIES STRATEGY, CORRESPONDING DRAFT CONFORMITY ANALYSIS, AND DRAFT PROGRAM ENVIRONMENTAL IMPACT REPORT

NOTICE IS HEREBY GIVEN that the Fresno Council of Governments (Fresno COG) will hold a public hearing on April 24, 2014 at 5:30 pm during the Fresno COG Policy Board Meeting at the Fresno COG office building at 2035 Tulare Street, Suite 201, Fresno, CA 93721. The purpose of the public hearing is to receive public comments on the following documents:

- The **Draft 2015 Federal Transportation Improvement Program (2015 FTIP)** is a near-term listing of capital improvement and operational expenditures utilizing federal and state monies for transportation projects in Fresno County during the next four years.
- The **Draft 2014 Regional Transportation Plan/Sustainable Communities Strategy (2014 RTP/SCS)** is a long-term coordinated transportation/land use strategy to meet Fresno County transportation needs out to the year 2040.
- The **Draft Program Environmental Impact Report (EIR)** document provides an analysis of potential environmental impacts related to the implementation of the RTP/SCS as required by the California Environmental Quality Act (additional EIR description below).
- The corresponding **Draft Air Quality Conformity Analysis for the 2015 FTIP and 2014 RTP/SCS** contains the documentation to support a finding that the **2015 FTIP** and **2014 RTP/SCS** meet the air quality conformity requirements for carbon monoxide, ozone and particulate matter.

Informational Meeting: An informational meeting regarding the Draft 2014 Regional Transportation Plan/Sustainable Communities Strategy (2014 RTP/SCS) will also be held during the Fresno COG Policy Board Meeting at the Fresno COG office on April 24, 2014 at 5:30 p.m.

Additional Public Hearing: Fresno COG will hold a second public hearing to receive public comments on the Draft 2014 Sustainable Communities Strategy (SCS) on May 7, 2014 at 6:00 p.m. at Selma City Hall, 1710 Tucker St, Selma, CA 93662.

Public Review and Comment: A concurrent 55-day public review and comment period will commence on March 21, 2014 and conclude on May 15, 2014. The draft documents are available for review on the Fresno COG website at www.fresnocog.org. Or they may be viewed at the following locations:

- Fresno COG office, 2035 Tulare Street, Suite 201, Fresno, CA 93721
- Fresno County Main Library: 2420 Mariposa Street, Fresno, CA 93721

Public comments are welcomed at the hearing, or may be submitted in writing by 5:00 pm on May 15, 2014 to Barbara Steck at the address, email or fax number below.

Contact Person: Barbara Steck, Deputy Director
2035 Tulare Street Suite 201 Fresno, CA 93721
559-233-4148 (office)
559-233-9645 (fax)
bjsteck@fresnocog.org

Adoption of the plans: After considering the comments, the documents will be considered for adoption, by resolution, by the Fresno COG at a regularly scheduled meeting to be held on June 26, 2014. The documents will then be submitted to state and federal agencies for approval.

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

EIR Description: Fresno COG has prepared a Draft Program Environmental Impact Report (Program EIR), in accordance with the California Environmental Quality Act (CEQA) for the 2014 Regional Transportation Plan and Sustainable Communities Strategy (2014 RTP/SCS). The 2014 RTP identifies the region's transportation needs and issues, sets forth an action plan of projects and programs to address the needs consistent with the adopted policies, and documents the financial resources needed to implement the plan. Additional areas of emphasis in the 2014 RTP include an Environmental Justice Report and Sustainable Communities Strategy. In addition, the 2014 RTP includes updated project lists and performance measures. Projects are identified at a conceptual level for purposes of the RTP, and this Draft Program EIR is programmatic in nature - meaning it does not specifically analyze individual projects.

The Program EIR finds that implementation of the 2014 RTP/SCS could result in significant and unavoidable impacts to the following issues areas: Aesthetics; Agricultural Resources; Air Quality; Biotic Resources; Climate Change; Cultural Resources; Energy and Energy Consumption; Geology and Soils; Hazardous Materials; Hydrology and Water Quality; Land Use and Planning; Noise; Population and Housing; Public Utilities, Other Utilities and Service Systems; and Transportation/Traffic.

En español: Individuos con discapacidades pueden llamar a Fresno COG (con el previo aviso de 3 días laborables) para solicitar recursos auxiliares necesarios para participar en la audiencia pública. Los servicios de traducción también están disponibles (con el previo aviso de 3 días laborables) a participantes que hablan cualquier idioma otra vez de servicios de traducción profesionales.

Favor de llamar a Fresno COG al 559-233-4148, para más información.

BEFORE THE
FRESNO COUNCIL OF GOVERNMENTS
RESOLUTION NO. 2014-10

In the Matter of: 2014 RTP/SCS Strategy, 2015 FTIP, and Corresponding Transportation Conformity Analysis	))	RESOLUTION ADOPTING 2014 RTP/SCS Strategy 2015 FTIP, and Corresponding Transportation Conformity Analysis

RESOLUTION
FRESNO COUNCIL OF GOVERNMENTS

2014-10

RESOLUTION ADOPTING THE FRESNO COUNCIL OF GOVERNMENTS 2015 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM, THE 2014 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITY STRATEGY, AND THE CORRESPONDING CONFORMITY ANALYSIS

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

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

WHEREAS, Senate Bill (SB) 375 (Steinberg, 2008) requires that Metropolitan Planning Organizations prepare a Sustainable Communities Strategy (SCS) as part of the 2014 RTP that demonstrates how the region will reduce the greenhouse gas emissions (GHG) from automobiles and light trucks to achieve, if there is a feasible way to do so, the greenhouse gas emission reduction targets approved by the California Air Resources Board (ARB), and

WHEREAS, pursuant to SB 375, ARB set the per capita GHG emission reduction targets for the San Joaquin Valley region at 5% below 2005 per capita emissions levels by 2020 and 10% below 2005 per capita emissions levels by 2035; and

WHEREAS, the state law requires that the 2014 RTP/SCS land-use development pattern is consistent with the Regional Housing Needs Assessment (RHNA); and

WHEREAS, the 2014 RTP/SCS has been prepared in accordance with state guidelines adopted by the California Transportation Commission; and

WHEREAS, a 2014 RTP/SCS has been prepared in full compliance with federal guidance; and

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

WHEREAS, projects submitted in the 2015 FTIP must be financially constrained and the financial plan affirms that funding is available; and

WHEREAS, the 2015 FTIP has been prepared to comply with Federal and State requirements for local projects and through a cooperative process between the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the State Department of Transportation (Caltrans), principal elected officials of general purpose local governments and their staffs, and public owner operators of mass transportation services acting through the Fresno Council of Governments forum and general public involvement; and

WHEREAS, the 2015 FTIP program listing is consistent with: 1) the 2014 RTP/SCS; 2) the 2014 State Transportation Improvement Program; and 3) the Corresponding Conformity Analysis; and

WHEREAS, the 2015 FTIP contains the MPO's certification of the transportation planning process assuring that all federal requirements have been fulfilled; and

WHEREAS, the 2015 FTIP meets all applicable transportation planning requirements per 23 CFR Part 450; and

WHEREAS, the MPO must demonstrate conformity per 40 CFR Part 93 for the 2014 RTP/SCS and 2015 FTIP; and

WHEREAS, the 2014 RTP/SCS and 2015 FTIP includes a new Conformity Analysis; and

WHEREAS, the 2014 RTP/SCS and 2015 FTIP conforms to the applicable SIPs; and

WHEREAS, the 2014 RTP/SCS and 2015 FTIP do not interfere with the timely implementation of the Transportation Control Measures; and

WHEREAS, the documents have been widely circulated and reviewed by the Fresno Council of Governments advisory committees representing the technical and management staffs of the member agencies; representatives of other governmental agencies, including State and Federal; representatives of special interest groups; representatives of the private business sector; and residents of Fresno County consistent with the public participation process adopted by the Fresno Council of Governments; and

WHEREAS, a public hearing was conducted on April 24, 2014 to hear and consider comments on the 2014 RTP/SCS, 2015 FTIP, and Corresponding Conformity Analysis and on May 7, 2014 to hear and consider comments on the 2014 RTP/SCS.

NOW, THEREFORE, BE IT RESOLVED, that the Fresno Council of Governments adopts the 2014 RTP/SCS, 2015 FTIP, and Corresponding Conformity Analysis.

BE IT FURTHER RESOLVED that the Fresno Council of Governments finds that the 2014 RTP/SCS and 2015 FTIP are in conformity with the requirements of the Federal Clean Air Act Amendments and applicable State Implementation Plans for air quality.

BE IT FURTHER RESOLVED, that the Fresno Council of Governments also finds that the 2014 RTP/SCS meets the SB 375 GHG reduction targets of 5% below 2005 per capita emissions levels by 2020 and 10% below 2005 per capita emissions levels by 2035.

THE FOREGOING RESOLUTION was passed and adopted by the Fresno Council of Governments this 26 day of June 2014.

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

NOES: None

ABSENT: Firebaugh, San Joaquin

Amarpreet Dhaliwal, Chair
Chair

I hereby certify that the foregoing is a true copy of a resolution of the Fresno Council of Governments duly adopted at a regular meeting thereof held on the 26 day of June 2014.

Signed: Tony Boren

Tony Boren
Executive Director

APPENDIX F

RESPONSE TO PUBLIC COMMENTS

No public comments were received on the DRAFT Transportation Conformity Analysis for the 2015 Federal Transportation Improvement Program and the 2014 Regional Transportation Plan.