Conformity Analysis
for
Fresno County's

2013 Federal Transportation Improvement Program
and
2011 Regional Transportation Plan Amendment #2

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DRAFT CONFORMITY ANALYSIS FOR THE 2013 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM AND 2011 REGIONAL TRANSPORTATION PLAN AMENDMENT # 2

JULY 26, 2012

FRESNO COUNCIL OF GOVERNMENTS

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EXECUTIVE SUMMARY

This report presents the Conformity Analysis for the 2013 Federal Transportation Improvement Program (FTIP) and the 2011 Regional Transportation Plan Amendment # 2 (RTP Amendment #2). The Fresno Council of Governments (Fresno COG) is the designated Metropolitan Planning Organization (MPO) in Fresno County, California, and is responsible for regional transportation planning.

The Clean Air Act Section 176(c) (42 U.S.C. 7506(c)) and U.S. Environmental Protection Agency (EPA) transportation conformity regulations (40 CFR 93 Subpart A) require that each new RTP and TIP be demonstrated to conform to the State Implementation Plan (SIP) before the RTP and TIP are approved by the MPO or accepted by the U.S. Department of Transportation (DOT). This analysis demonstrates that the criteria specified in the transportation conformity regulations for a conformity determination are satisfied by the 2013 FTIP and 2011 RTP Amendment #2; a finding of conformity is therefore supported. The 2013 FTIP and 2011 RTP Amendment #2 and corresponding Conformity Analysis were approved by the Fresno COG Policy Board on July 26, 2012. FHWA/FTA last issued a finding of conformity for the 2011 TIP and 2011 RTP, including amendments, on May 24, 2011.

The 2013 TIP and 2011 RTP Amendment # 2 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 and 2035 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 2013 FTIP and the 2011 RTP Amendment #2 for the analysis years are projected to be less than the approved emissions budget established in the *2004 Revision to the California State Implementation Plan for Carbon Monoxide*. The applicable conformity test for carbon monoxide is therefore satisfied.
- For ozone, the total regional on-road vehicle-related emissions (ROG and NOx) associated with implementation of the 2013 FTIP and the 2011 RTP Amendment #2 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 2013 FTIP and the 2011 RTP Amendment # 2 for all years tested are either (1) projected to be less than the approved emissions budgets, or (2) less than the emission budgets using the approved PM-10 and NOx trading mechanism for transportation conformity purposes from the *2007 PM-10 Maintenance Plan*. The conformity tests for PM-10 are therefore satisfied.

- For PM2.5, the total regional on-road vehicle-related emissions associated with implementation of the 2013 FTIP and the 2011 RTP Amendment # 2 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 2013 FTIP and the 2011 RTP Amendment # 2 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, as amended, are provided in Chapter 6.

Appendix E includes public meeting documentation conducted on the 2013 FTIP and 2011 RTP Amendment # 2 and corresponding Conformity Analysis on June 28, 2012. Comments received on the conformity analysis and responses made as part of the public involvement process are included in Appendix F.

CHAPTER 1:
FEDERAL AND STATE REGULATORY REQUIREMENTS

The criteria for determining conformity of transportation programs and plans under the Federal transportation conformity regulation (40 CFR Parts 51 and 93) and the applicable conformity tests for the San Joaquin Valley nonattainment areas are summarized in this section. The Conformity Analysis for the Draft 2013 Federal Transportation Improvement Program (TIP) and the 2011 Regional Transportation Plan (RTP) Amendment # 2 was prepared based on these criteria and tests. Presented first is a review of the development of the applicable conformity regulation and guidance procedures, followed by summaries of conformity regulation requirements, air quality designation status, conformity test requirements, and analysis years for the Conformity Analysis.

The 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 2012/13 – 2015/16) programming document for the preservation, expansion, and management of the transportation system. The 2011 RTP has a 2035 horizon that provides the long term direction for the continued implementation of the freeway/expressway plan, as well as improvements to arterial streets, transit, and travel demand management programs. The TIP and RTP include capacity enhancements to the freeway/expressway system commensurate with available funding.

A. FEDERAL AND STATE CONFORMITY REGULATIONS

CLEAN AIR ACT AMENDMENTS

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

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

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

FEDERAL RULE

The initial November 15, 1991 deadline for conformity criteria and procedures was partially completed through the issuance of supplemental interim conformity guidance issued on June 7, 1991 for carbon monoxide, ozone, and particulate matter ten microns or less in diameter (PM-10). EPA subsequently promulgated the Conformity Final Rule in the November 24, 1993 *Federal Register* (EPA, 1993). The 1993 Rule became effective on December 27, 1993. The Federal Transportation Conformity Final Rule has been amended several times from 1993 to 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 issued "multi-jurisdictional" guidance on July 21, 2004 to clarify how nonattainment areas with multiple agencies should conduct conformity determinations based on the changes to the Conformity Rule (EPA, 2004a). 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 February 2012 (see Chapter 2).

Latest Emissions Models — Section 93.111 requires that the latest emission estimation models specified for use in SIPs must be used for the conformity analysis. EMFAC2007 was used in the Conformity Analysis and is documented in Chapter 3. ARB has released EMFAC 2011; however, it has not been approved by EPA for use in conformity analysis.

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

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

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

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

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.

The 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 2013 FTIP and 2011 RTP Amendment #2 includes analysis of existing and future air quality impacts for each applicable pollutant.

The San Joaquin Valley is currently designated as nonattainment for the National Ambient Air Quality Standards (NAAQS) for 8-hour ozone (1997 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 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).

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. The new attainment year of 2014 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 subregional emission budgets by MPOs if the applicable implementation plans (or implementation plan submission) explicitly indicates an intent to create such subregional budgets for the purpose of conformity. In addition, Section 93.124(e) of the 1997 rules states: "…if a nonattainment area includes more than one MPO, the implementation plan may establish motor vehicle emission budgets for each MPO, or else the MPOs must collectively make a conformity determination for the entire nonattainment area." Each applicable implementation plan and estimate of baseline emissions in the San Joaquin Valley provides motor vehicle emission budgets by county, to facilitate county-level conformity findings.

CARBON MONOXIDE

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

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

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

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

OZONE

Under the existing conformity regulation, regional emissions analyses for ozone areas must address nitrogen oxides (NOx) and volatile organic compounds (VOC) precursors. It is important to note that in California, reactive organic gases (ROG) are considered equivalent to and are used in place of volatile organic compounds (VOC). The motor vehicle emission budgets for ozone are specified in the 2007 Ozone Plan in tons per average summer day. EPA approved the Plan and conformity budgets (as revised in 2011) on March 1, 2012, effective April 30, 2012.

The SJV was reclassified from a Serious nonattainment area for the 8-hour ozone standard to Extreme effective June 4, 2010. The SIP has identified subarea budgets for each MPO in the nonattainment area. For this Conformity Analysis, the SJV will continue to conduct determinations for subarea emission budgets as established in the applicable implementation plan.

The 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 2013 FTIP and 2011 RTP Amendment #2.

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

	2011		2014		2017		2020		2023	
County	**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 reentrained dust from travel on paved roads, vehicular exhaust, travel on unpaved roads, and road construction.

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

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

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

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

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

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

PM2.5

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

The 2008 PM2.5 Plan (as revised in 2011) was approved by EPA on November 8, 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 2013 FTIP and 2011 RTP Amendment #2.

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 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 allows the agencies responsible for demonstrating transportation conformity in the San Joaquin Valley to supplement the 2014 budget for PM2.5 with a portion of the 2014 budget for NOx, and use these adjusted motor vehicle emissions budgets for PM2.5 and NOx to demonstrate transportation conformity with the PM2.5 SIP 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 PM2.5 budget shall only be those remaining after the NOx budget has been met.

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

E. ANALYSIS YEARS

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

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

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

Table 1-5:
San Joaquin Valley Conformity Analysis Years

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

[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.

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

For PM2.5, the attainment year is 2014 for both the 1997 and 2006 Standards. On March 8, 2005, EPA issued Guidance for Determining the "Attainment Year" for Transportation Conformity in new 8-hour ozone and PM2.5 Nonattainment Areas (EPA, 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

A. LATEST PLANNING ASSUMPTIONS

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

According to the conformity regulation, the time the conformity analysis begins is "the point at which the MPO or other designated agency begins to model the impact of the proposed transportation plan or TIP on travel and/or emissions." The conformity analysis and initial modeling began in February 2012.

Key elements of the latest planning assumption guidance include:

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

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

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

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

Fresno COG uses the TP+/VIPER transportation model. The model was validated in 2009 for the 2003 base year. The latest planning assumptions used in the transportation model validation and Conformity Analysis is summarized in Table 2-1.

It is important to note that the San Joaquin Valley has recently completed an ambitious effort to update and improve each of the MPO traffic models. The San Joaquin Valley Model Improvement Plan (MIP) was funded by a grant of $2.5 million from Proposition 84 money. Although the MIP contract work is

complete, the models continue to be refined. It is currently anticipated that the models and validation/calibration report will be officially adopted as part of the 2014 RTP.

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

Assumption	Year and Source of Data (MPO action)	Modeling	Next Scheduled Update
Population	Base Year: Population is based on the 2006 California Department of Finance data. Projections: Population based on the Central California Futures Institute (CCFI) forecasts and updated Fresno County projections made by Fresno COG staff. On April 30, 2009 the Fresno COG Policy Board adopted both the base year and updated population projections for Fresno County	This data was disaggregated to the TAZ level and used in the TP+/VIPER model for the base year validation and future year projections.	Population and Employment projections will be reviewed and updated periodically. In conjunction with MIP, new population projections were developed by the Planning Center. All projections will be approved by the COG Model Steering Committee and COG Policy Board and included in the next model validation.
Employment	Base Year: Employment data is based on 2003 InfoUSA data, 2006 California Employment Development Department information and local surveys. Projections: Updated employment projections for Fresno County based on InfoUSA data, California Employment Development Department information and updated Fresno County and projections made by Fresno COG staff. On April 30, 2009 the Fresno COG Policy Board adopted both the base year and updated employment projections for Fresno County.	This data was disaggregated to the TAZ level and used in the TP+/VIPER model for the base year validation and future year projections.	Population and Employment projections will be reviewed and updated periodically. In conjunction with MIP, new population projections were developed by the Planning Center. All projections will be approved by the COG Model Steering Committee and COG Policy Board and included in the next model validation.
Traffic Counts	The transportation model was validated in 2009 to the 2003 base year using daily and peak hour traffic counts.	TP+/Viper was validated using these traffic counts.	Fresno COG maintains a Regional Traffic Monitoring Program that collects thousands of traffic counts annually. New counts for 2008 base year were compiled for the MIP validation.

Vehicle Miles of Travel	The Fresno COG policy Board accepted the 2009 transportation model validation for the 2003 base year in April 2009.	TP+/VIPER is the transportation model used to estimate VMT in Fresno County.	VMT is an output of the transportation model; VMT is affected by the TIP/RTP project updates and is included in each new conformity analysis.
Speeds	Free flow speed data from a 2005 comprehensive speed study was incorporated in to our 2009 model update. Speed distributions were updated in EMFAC2007, using methodology approved by ARB and with information from the transportation model.	TP+/VIPER. The transportation model includes a feedback loop that assures congested speeds are consistent with travel speeds used throughout the traffic modeling process. EMFAC2007	Traffic speeds are continuously monitored by our local jurisdictions. The information is then provided to Fresno COG for use in our traffic modeling process.
Vehicle Registrations	EMFAC2007 is the most recent model for use in California conformity analyses. Vehicle registration data is included by ARB in the model and cannot be updated by the user.	EMFAC2007	ARB has released EMFAC 11; however, it has not been approved by EPA for use in conformity analysis.
State Implementation Plan Measures	Latest implementation status of commitments in prior SIPs.	Emission reduction credits consistent with the SIPs are post-processed via spreadsheets as documented in Ch. 4.	Updated for every conformity analysis.

B. SOCIOECONOMIC DATA

POPULATION, EMPLOYMENT AND LAND USE

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

Supporting Documentation:

The population and assumptions for conformity analysis were reviewed by COG staff, recommended by our consultant, Dowling Associates, Inc., and approved by the COG

Transportation Model Steering Committee, the Transportation Technical Committee, the Policy Advisory Committee and the COG Policy Board in April 2009.

Prior to 2000, our population data underlying the traffic model were always based on State of California Department of Finance (DOF) growth projections corroborated with the fifteen cities and Fresno County. However, in November 1998, DOF released its final population projection for Fresno County before the 2000 Census. The 1998 final projection predicted substantially lower populations from their previous final projection, as well as a sharply lower rate of growth from that experienced by Fresno County in the past. At this point, the Fresno COG hired Dr. Joseph Penbera, a well-respected demographer/economist and executive director of the Central California Futures Institute (CCFI) at California State University, Fresno to prepare a forecast specifically for Fresno County. The DOF forecast is based on a statewide forecast with a predicted share by county.

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

Dr. Penbera and the CCFI completed their report with refined forecasts in March 2000. In April 2000, Fresno COG's Model Steering Committee, Transportation Technical Committee, and Policy Advisory Committee adopted the CCFI forecasts, and the Policy Board approved the refined population forecasts for use in plans, studies, and the transportation model on April 27, 2000. Documentation of these population projection findings is contained in the CCFI report, Population Forecast for Fresno County to 2025.

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

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

Fresno COG staff extrapolated the population projection for Fresno County from 2025 to 2035, by continuing the annual percentage trend forecast by the CCFI. These population projections were adopted by the Fresno COG Policy Board on April 30, 2009.

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

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

Employment data is based on InfoUSA, Employment Development Department and COG-collected data with COG statistical future projections based on the CCFI forecast. The land use projections reflect reasonable expectations of growth distribution based on adopted general plan information while adhering to the CCFI forecasts. In addition, the scenarios of land development are considered to be consistent with the future transportation system, distribution of employment, and residential development.

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

C. TRANSPORTATION MODELING

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

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

Fresno COG completed the update of our traffic model to TP+ modeling software and revalidation to a new base year of 2003 in April 2009. The Fresno COG regional traffic model is a four-step mode choice traffic model. It uses land use, socioeconomic, and road network data to estimate facility-specific roadway traffic volumes. The study area for the Fresno COG model covers all of Fresno County including the cities of Clovis, Coalinga, Firebaugh, Fowler, Fresno, Huron, Kerman, Kingsburg, Mendota, Orange Cove, Parlier, Reedley, San Joaquin, Sanger, and Selma. The county is divided up into approximately 1,575 traffic analysis zones. The model roadway network includes over 6,800 nodes and over 17,000 links. Link types include freeway, freeway ramp, other state route, expressway, arterial, collector, and local collector. Current and future-year road networks were developed considering local agency circulation elements of their general plans, traffic impact studies, capital improvement programs, and the State Transportation Improvement Program.

The travel demand model estimates travel demand and traffic volumes for the A.M. three-hour peak period, P.M. three-hour peak period, and the remaining 18-hour off-peak period. Daily forecasts are calculated by summing the A.M. and P.M. three-hour peak periods and the 18-hour off-peak period. The model also generates traffic forecasts for the A.M. peak hour and the P.M. peak hour.
The Fresno County Model Steering Committee oversees the improvements and updates to the model. The Model Steering Committee is a sub-committee of the Fresno COG Transportation Technical Committee and meets quarterly and when needed. The model and its assumptions are constantly being updated based upon the latest planning information.

TRAFFIC COUNTS

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

Supporting Documentation:

Fresno COG completed the update of the traffic model to TP+ modeling software and revalidation to a new base year of 2003 in 2009. The model was validated by comparing its estimates of 2003 traffic conditions with more than 2,000 peak and off peak traffic counts. The 2003 validation meets standard criteria for replicating total traffic volumes on various road types and for percent error on links. The 2003 validation also meets standard criteria for percent error relative to traffic counts on 22 groups of roads (screenlines) throughout Fresno County.

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

SPEEDS

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

Supporting Documentation:

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

A comprehensive review of free flow speed data (including floating car speed studies) was conducted in 2005 and incorporated into our 2009 model update. In addition Fresno COG member agencies regularly conduct free flow speed surveys for various purposes. Such speed data was requested by Fresno COG during the latest model update and also incorporated in the model as input during the 2009 model validation.

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

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

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

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

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

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

TRANSIT

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

Supporting Documentation:

Fresno COG has been running a mode choice model since 2003. The model replicates major transit services in Fresno County, including Fresno Area Express (FAX), Clovis Transit Stageline and Fresno County Rural Transit Agency. Please refer to Urban Mass Transportation and Rural Area Public Transportation and Social Service Transportation in the 2011 RTP for further information regarding the services, their accomplishments and proposed actions.

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

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

VALIDATION/CALIBRATION

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

developed count-based program or procedures that have been chosen to reconcile and calibrate the network-based travel model estimates of VMT must be documented.

Supporting Documentation:

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

The model was validated in 2009 by comparing its estimates of 2003 traffic conditions with 2003 traffic counts. The 2009 validation meets standard criteria for replicating total traffic volumes on various road types and for percent error on links. The 2009 validation also meets standard criteria for percent error relative to traffic counts on 22 groups of roads (screenlines) throughout Fresno County.

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

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

Although the conformity regulation (§93.122(b)(3)) states that Highway Performance Monitoring System (HPMS) estimates of vehicle miles traveled (VMT) shall be considered the primary measure of VMT within a non-attainment area for the classes of roadways included in HPMS, the regulation also allows locally developed count-based programs and other departures from specified procedures subject to the interagency consultation procedures. Fresno COG uses its Model Steering Committee as part of its interagency consultation on travel forecasting. Several meetings of the Fresno COG Model Steering Committee were held to assist in the 2009 Traffic Model Update. The Model Steering Committee reached consensus on using the Fresno COG Traffic Count Database for model validation as allowed in the conformity regulation instead of solely relying on HPMS for validation purposes.

FUTURE NETWORKS

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

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

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

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

Supporting Documentation:

The build highway networks include qualifying projects based on the 2013 FTIP and 2011 RTP Amendment #1. Not all of the street and freeway projects included in the TIP/RTP qualify for inclusion in the highway network. Projects that call for study, design, right-of-way acquisition, or non-capacity improvements are not included in the networks. When these projects result in actual facility construction projects, the associated capacity changes are coded into the network as appropriate. Since the networks define capacity in terms of number of through traffic lanes, only construction projects that increase the lane-miles of through traffic are included.

Generally, Valley TPA highway networks include all roadways included in the county or cities classified system. These links typically include all freeways plus expressways, arterials, collectors and local collectors. Highway networks also include regionally significant planned local improvements from Transportation Impact Fee Programs and developer funded improvements required to mitigate the impact of a new development.

Small-scale local street improvements contained in the TIP/RTP are not coded on the highway network. Although not explicitly coded, traffic on collector and local streets is simulated in the models by use of abstract links called “centroid connectors”. These represent local streets and driveways which connect a neighborhood to a regionally-significant roadway. Model estimates of centroid connector travel are reconciled against HPMS estimates of collector and local street travel.

D. TRAFFIC ESTIMATES

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

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

Horizon Year	Total Population (thousands)	Employment (thousands)	Average Weekday VMT (millions)	Total Lane Miles
2014	1,068	429	25.2	N/A
2017	1,126	454	26.9	N/A
2020	1,186	480	28.3	6,602
2023	1,249	507	30.4	N/A
2025	1,290	526	31.6	6,833
2035	1,519	619	37.8	7,020

E. VEHICLE REGISTRATIONS

Fresno COG does not estimate vehicle registrations, age distributions or fleet mix. Rather, current forecasted estimates for these data are developed by CARB and included in the EMFAC2007 model (http://www.arb.ca.gov/msei/onroad/latest_version.htm). EMFAC2007 is the most recent model for use in California conformity analyses. Vehicle registrations, age distribution and fleet mix are developed and included in the model by CARB and cannot be updated by the user. ARB has released EMFAC2011; however, it has not been approved by EPA for use in conformity analysis.

F. STATE IMPLEMENTATION PLAN MEASURES

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

CARBON MONOXIDE

No committed control measures are included in the conformity demonstration.

OZONE

Committed control measures in the 2007 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 Buses)	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 & Truck Model	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).

PM-10

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

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

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

PM2.5

Committed control measures in the 2008 PM2.5 Plan (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 Buses)	Annual PM2.5 Annual NOx
Existing State Reductions: Carl Moyer Program & AB 1493 GHG Standards	Annual PM2.5 Annual NOx
New/Proposed State Reductions: Smog Check & Truck Model	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).

CHAPTER 3:
AIR QUALITY MODELING

The model used to estimate vehicle exhaust emissions for carbon monoxide, ozone precursors, and particulate matter is EMFAC2007. CARB emission factors for PM-10 have been used to calculate 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. EMFAC2007

The EMFAC model (short for EMission FACtor) is a computer model that can estimate emission rates for motor vehicles for calendar years from 1970 to 2040 operating in California. Pollutant emissions for hydrocarbons, carbon monoxide, nitrogen oxides, particulate matter, lead, sulfur oxides, and carbon dioxide are output from the model. Emissions are calculated for passenger cars, eight different classes of trucks, motorcycles, urban and school buses and motor homes.

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

Section 93.111 of the conformity regulation requires the use of the latest emission estimation model in the development of conformity determinations. EMFAC2007 is the latest update to the EMFAC model for use by California State and local governments to meet Clean Air Act (CAA, 1990) requirements. On January 18, 2008 EPA announced the availability of this latest version of the California EMFAC model for use in SIP development in California. NOTE: ARB has released EMFAC 2011; however, it has not been approved by EPA for use in conformity analysis.

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

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

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

B. ADDITIONAL PM-10 ESTIMATES

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

CALCULATION OF REENTRAINED DUST FROM PAVED ROAD TRAVEL

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 will apply December 14, 2010. The 1997 standards will continue to apply as they were not revoked. It is important to note that the 2006 24-hour 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

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

EPA guidance indicates that State and local agencies need to consider whether 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 EMFAC2007 represent the most accurate data available. The MPOs will continue to discuss and research options that look at how VMT varies by month and season according to the local traffic models.

It is important to note that the guidance indicates that EPA expects the most thorough analysis for developing annual inventories will occur during the development of the SIP, taking into account the needs and capabilities of air quality modeling tools and the limitations of available data. Prior

to the development of the SIP, State and local air quality and transportation agencies may decide to use simplified methods for regional conformity analyses.

It is important to note that the San Joaquin Valley 2008 PM2.5 Plan has been developed and submitted to EPA. The annual inventory methodology contained in the plan and used to establish emissions budgets is consistent with the methodology used herein. The regional emissions analyses in PM2.5 nonattainment areas must consider directly emitted PM2.5 motor vehicle emissions from tailpipe, brake wear, and tire wear. In California, areas will use EMFAC2007. As indicated under the Conformity Test Requirements, re-entrained road dust and construction-related fugitive dust from highway or transit projects is not included at this time. In addition, NOx emissions are included; however, VOC, SOx, and ammonia emissions are not.

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

It is important to note that the 2013 FTIP conformity procedures and documentation is fundamentally based on the 2011 TIP/RTP Conformity analysis with various updates as appropriate (e.g., new conformity budgets). Because EMFAC 2007 will continue to be used, previous step-by-step air quality modeling procedures have not been updated; rather, the worksheets have been updated as noted below. These updates were provided for interagency consultation in February 2012. Interagency consultation partners were requested to provide comments or concurrence. EPA concurred with the updated procedures; minor data entry errors were corrected in response to comments received from ARB. Documentation of the conformity analysis is provided in Appendix C, including:

- 2013 adjust_vmt Spreadsheet (updated analysis years only)

- 2013 Conformity EMFAC Spreadsheet (updated analysis years and new line item emission reductions to be consistent with the 2007 8-Hour Ozone Plan as revised in 2011 and 2008 PM2.5 Plan as revised in 2011)
- 2013 Conformity Paved Road Spreadsheet (updated to include January 2011 EPA update to AP-42 methodology)
- 2013 Conformity Unpaved Road Dust Spreadsheet
- 2013 Conformity Construction Spreadsheet
- 2013 Conformity Trading Spreadsheets (PM-10 and PM2.5) (new PM2.5 sheet developed consistent with 2008 PM2.5 Plan as revised in 2011)
- 2013 Conformity Totals Spreadsheet (updated to include new conformity budgets consistent with the 2007 8-Hour Ozone Plan as revised in 2011 and 2008 PM2.5 Plan as revised in 2011 and corresponding EPA approvals)

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 April 28, 2004 (effective June 25, 2004). A local government control measure assessment was completed for this plan. The

analysis focused on transportation-related fugitive dust emissions, which are not TCMs by definition. The local government commitments are included in the *Regional Transportation Planning Agency Commitments for Implementation Document, April 2003*.

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

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 (e.g., 8-hour, PM2.5, 2007 and 2009 TIP). This documentation has been updated as part of this Conformity Analysis. A summary of this information is provided in Appendix D.

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

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

D. TCM FINDINGS FOR THE TIP AND REGIONAL TRANSPORTATION PLAN

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

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

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, the Fresno Council of Governments undertook a process to identify and evaluate potential control measures that could be included in the 2011 RTP. The analysis of additional measures included verification of the feasibility of the measures in the PM-10 Plan BACM analysis, as well as an analysis of new PM-10 commitments from other PM-10 nonattainment areas.

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

The Local Government Control Measures considered in the PM-10 Plan BACM analysis that were considered for inclusion in the 2011 RTP included:

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

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

With the adoption of each new RTP, the MPOs will consider the feasibility of these measures, as well as identify any other new PM-10 measures that would be relevant to the San Joaquin Valley. The 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 2007. New PM-10 plans were developed for Imperial County and Owens Valley (California), Maricopa County and Miami (Arizona), and the Municipality of Guaynabo (Puerto Rico).

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

ADOT program continues with multiple purposes, which are to reduce PM-10 emissions and to mitigate noise. Therefore, as part of the 2011 RTP, the Fresno Council of Governments also considered a commitment to "Repave or overlay paved roads with rubberized asphalt".

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

(1) Paving or Stabilizing Unpaved Roads and Alleys

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

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

(4) Repave or Overlay Paved Roads with Rubberized Asphalt

There is no "new" RTP development with 2013 FTIP. As a result, there is no update to this section with respect to inclusion of additional long-range local government control measures.

CHAPTER 5:
INTERAGENCY CONSULTATION

The requirements for consultation procedures are listed in the Transportation Conformity Regulations under section 93.105. Consultation is necessary to ensure communication and coordination among air and transportation agencies at the local, State and Federal levels on issues that would affect the conformity analysis such as the underlying assumptions and methodologies used to prepare the analysis. Section 93.105 of the conformity regulation notes that there is a requirement to develop a conformity SIP that includes procedures for interagency consultation, resolution of conflicts, and public consultation as described in paragraphs (a) through (e). Section 93.105(a)(2) states that prior to EPA approval of the conformity SIP, "MPOs and State departments of transportation must provide reasonable opportunity for consultation with State air agencies, local air quality and transportation agencies, DOT and EPA, including consultation on the issues described in paragraph (c)(1) of this section, before making conformity determinations." The 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 2013 TIP, 2011 RTP Amendment #2, and corresponding Conformity Analysis began on the February 2012 IAC conference call. Discussion topics included the draft schedule, procedures and documentation, including analysis

years. In February 2012, the Draft Conformity Analysis Years and Draft Conformity Procedures were transmitted for IAC. EPA concurred with the former and ARB provided comments on the latter; EPA then concurred with the procedures.

In addition, the CMAQ Policy Threshold Evaluation was transmitted for interagency consultation in April 2012. The San Joaquin Valley MPO CMAQ policy contains language that says the cost-effectiveness threshold will be evaluated with every FTIP; whereas, the policy itself is to be reviewed with every RTP. As part of the 2013 FTIP development, the threshold was reviewed. While the review indicates justification for an increase to $33/lb., it was recommended that the current threshold of $30/lb. be retained at this time. No adverse comments were received.

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 TIP and 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 TIP/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 2013 TIP and the draft 2011 RTP Amendment #2 were included as agenda items for the monthly committee meetings in May, June and July, 2012. 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 2013 TIP, 2011 RTP Amendment #2, and corresponding Conformity Analysis were released on May 31, 2012 for a 30-day public comment period, followed by Board adoption in July 2012. Federal approval of the 2013 TIP and Conformity Analysis is anticipated by December 17, 2012.

B. PUBLIC CONSULTATION

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

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

CHAPTER 6:
TIP AND RTP CONFORMITY

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

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

This chapter presents the results of the conformity tests, satisfying the remaining requirement of the transportation conformity regulation. Separate tests were conducted for carbon monoxide (CO), 8-hour ozone (ROG and NOx), 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, and 2035 are less than the 2018 emissions budget. The TIP/RTP therefore satisfy the conformity emissions test for carbon monoxide.

For ozone, the applicable conformity test is the emissions budget test, using the 2007 Ozone Plan (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 2013 Federal Transportation Improvement Program and the 2011 Regional Transportation Plan, as amended, is supported.

Table 6-1:
2013 Conformity Results Summary-Fresno

Pollutant	Scenario	Emissions Total		DID YOU PASS?
		CO (tons/day)		CO
Carbon Monoxide	2010 Budget	240		
	2017	84		YES
	2018 Budget	240		
	2018	81		YES
	2025	59		YES
	2035	54		YES

		ROG (tons/day)	NOx (tons/day)		ROG	NOx
Ozone	2014 Budget	10.7	30.0			
	2014	10.4	29.5		YES	YES
	2017 Budget	9.3	22.6			
	2017	9.1	22.1		YES	YES
	2020 Budget	8.3	17.7			
	2020	8.2	17.7		YES	YES
	2023 Budget	8.0	13.5			
	2023	7.8	13.2		YES	YES
	2025	7.4	11.6		YES	YES
	2035	6.3	9.0		YES	YES

		PM-10 (tons/day)	NOx (tons/day)		PM-10	NOx
PM-10	2020 Budget	16.1	23.2			
	2020	8.8	23.1		YES	YES
	2020 Budget	16.1	23.2			
	2025	9.5	18.2		YES	YES
	2020 Budget	16.1	23.2			
	2035	10.6	15.6		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	30.9		YES	YES
	2014 Budget	1.1	31.4			
	2017	0.9	20.6		YES	YES
	2014 Budget	1.1	31.4			
	2025	1.1	13.2		YES	YES
	Adjusted 2014 Budget	1.3	29.6			
	2035	1.3	12.6		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 Page 7	
§93.104 (b, c)	Document the date that the MPO officially adopted, accepted or approved the TIP/RTP and made a conformity determination. Include a copy of the MPO resolution. Include the date of the last prior conformity finding.	E.S Page 1.	
§93.104 (e)	If the conformity determination is being made to meet the timelines included in this section, document when the new motor vehicle emissions budget was approved or found adequate.	N/A	
§93.106 (a)(2)ii	Describe the regionally significant additions or modifications to the existing transportation network that are expected to be open to traffic in each analysis year. Document that the design concept and scope of projects allows adequate model representation to determine intersections with regionally significant facilities, route options, travel times, transit ridership and land use.	Ch. 2, Page 24, App. B	
§93.108	Document that the TIP/RTP is financially constrained (23 CFR 450).	E.S. Page 1	
§93.109 (a, b)	Document that the TIP/RTP complies with any applicable conformity requirements of air quality implementation plans (SIPs) and court orders.	Ch. 1, 2, 3, 4, 5, 6	
§93.109 (c-k)	Provide either a table or text description that details, for each pollutant and precursor, whether the interim emissions tests and/or the budget test apply for conformity. Indicate which emissions budgets have been found adequate by EPA, and which budgets are currently applicable for what analysis years.	Ch. 1 Page 8	
§93.110 (a, b)	Document the use of latest planning assumptions (source and year) at the "time the conformity analysis begins," including current and future population, employment, travel and congestion. Document the use of the most recent available vehicle registration data. Document the date upon which the conformity analysis was begun.	Ch. 2 Page 15	
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 Page 17	
§93.110 (c,d,e,f)	Document any changes in transit operating policies and assumed ridership levels since the previous	Ch. 2 Page 23	

40 CFR	Criteria	Page	Comments
	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.		
§93.111	Document the use of the latest emissions model approved by EPA.	Ch. 3 Page 29	
§93.112	Document fulfillment of the interagency and public consultation requirements outlined in a specific implementation plan according to §51.390 or, if a SIP revision has not been completed, according to §93.105 and 23 CFR 450. Include documentation of consultation on conformity tests and methodologies as well as responses to written comments.	Ch. 5 Page 42	
§93.113	Document timely implementation of all TCMs in approved SIPs. Document that implementation is consistent with schedules in the applicable SIP and document whether anything interferes with timely implementation. Document any delayed TCMs in the applicable SIP and describe the measures being taken to overcome obstacles to implementation.	Ch. 4, Page 38 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 Page 46	
§93.118 (b)	Document for which years consistency with motor vehicle emissions budgets must be shown.	Ch. 1 Page 13	
§93.118 (d)	Document the use of the appropriate analysis years in the regional emissions analysis for areas with SIP budgets, and the analysis results for these years. Document any interpolation performed to meet tests for years in which specific analysis is not required.	Ch. 6 Page 46	
§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	
§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	Document that all regionally significant federal and	Ch. 2,	

40 CFR	Criteria	Page	Comments
(a)(1)	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	page 24, 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 Page 26	
§93.122 (a)(4,5,6)	For nonregulatory measures that are not included in the STIP, include written commitments from appropriate agencies. Document that assumptions for measures outside the transportation system (e.g. fuels measures) are the same for baseline and action scenarios. Document that factors such as ambient temperature are consistent with those used in the SIP unless modified through interagency consultation.	N/A	
§93.122 (b)(1)(i)[ii]	Document that a network-based travel model is in use that is validated against observed counts for a base year no more than 10 years before the date of the conformity determination. Document that the model results have been analyzed for reasonableness and compared to historical trends and explain any significant differences between past trends and forecasts (for per capita vehicle-trips, VMT, trip lengths mode shares, time of day, etc.).	Ch. 2 Page 23	
§93.122 (b)(1)(ii) [2]	Document the land use, population, employment, and other network-based travel model assumptions.	Ch. 2 Page 17	
§93.122 (b)(1)(iii) [2]	Document how land use development scenarios are consistent with future transportation system alternatives, and the reasonable distribution of employment and residences for each alternative.	Ch. 2 Page 18	
§93.122 (b)(1)(iv) [2]	Document use of capacity sensitive assignment methodology and emissions estimates based on a methodology that differentiates between peak and off-peak volumes and speeds, and bases speeds on final assigned volumes.	Ch. 2 Page 22	
§93.122 (b)(1)(v) [2]	Document the use of zone-to-zone travel impedances to distribute trips in reasonable agreement with the travel times estimated from final assigned traffic volumes. Where transit is a significant factor, document that zone-to-zone travel impedances used to distribute trips are used to model mode split.	Ch. 2 Page 20	
§93.122 (b)(1)(vi) [2]	Document how travel models are reasonably sensitive to changes in time, cost, and other factors	Ch. 2 Page 20	

40 CFR	Criteria	Page	Comments
	affecting travel choices.		
§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 Page 22	
§93.122 (b)(3) [2]	Document the use of HPMS, or a locally developed count-based program or procedures that have been chosen through the consultation process, to reconcile and calibrate the network-based travel model estimates of VMT.	Ch. 2 Page 23	
§93.122 (d)	In areas not subject to §93.122(b), document the continued use of modeling techniques or the use of appropriate alternative techniques to estimate vehicle miles traveled	N/A	
§93.122 (e, f)	Document, in areas where a SIP identifies construction-related PM10 or PM2.5 as significant pollutants, the inclusion of PM10 and/or PM2.5 construction emissions in the conformity analysis.	Ch. 3 Page 30	
§93.122 (g)	If appropriate, document that the conformity determination relies on a previous regional emissions analysis and is consistent with that analysis.	N/A	
§93.126, §93.127, §93.128	Document all projects in the TIP/RTP that are exempt from conformity requirements or exempt from the regional emissions analysis. Indicate the reason for the exemption (Table 2, Table 3, traffic signal synchronization) and that the interagency consultation process found these projects to have no potentially adverse emissions impacts.	Ch. 2, page 25, 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

FRESNO COUNCIL OF GOVERNMENTS
EXEMPT PROJECT LISTING

AGENCY	MPO PROJECT ID	PROJECT TITLE	STREET NAME	PROJECT LIMITS	EXEMPTION CATEGORY NAME	EXEMPTION CATEGORY CODE	ESTIMATED TOTAL COST
Caltrans	FRE111359	Maynard Munger Memorial Vista Point Enhancements	Near Prather	From: N/A To: N/A Dist: N/A	Air Quality - Bicycle and pedestrian facilities.	3.02	$2,507,000
Caltrans	FRE130062	Coalinga SRRA Intrepretive Plaza	5	From: N/A To: N/A Dist: N/A	Other - Directional and infomational signs.	4.11	$555,000
Caltrans	FRE111302	SR 180 West-Landscape	SR 180 West	From: Brawley To: West Dist: N/A	Other - Plantings, landscaping, etc.	4.09	$5,445,000
Caltrans	FRE130063	180 West Freeway Landscaping-Brawley to Tellman	180	From: N/A To: N/A Dist: N/A	Other - Plantings, landscaping, etc.	4.09	$5,122,000
Caltrans	LSTMP371	Upgrade Guardrail on HWY 41 and HWY 180	41	From: N/A To: N/A Dist: N/A	Safety - Guardrails, median barriers, crash cushions.	1.09	$2,188,000
Caltrans	LSTMP372	SR 180 Concrete Guardrail-Blackstone to Olive	180	From: Blackstone Ave Off-Ramp To: Olive Ave Dist: N/A	Safety - Guardrails, median barriers, crash cushions.	1.09	$1,678,000
Caltrans	FRE111349	SR 269 Bridge between SR 198 and Huron	269	From: SR198 To: Huron Dist: N/A	Safety - Non capacity widening or bridge reconstruction.	1.19	$46,879,000
Caltrans	LSTMP337	HWY 33 @ Jacalitos Creek Bridge: Replace Bridge	33	From: HWY 33 To: Jacalitos Creek Bridge Dist: N/A	Safety - Non capacity widening or bridge reconstruction.	1.19	$9,992,000
Caltrans	LSTMP373	Near Huron, on HWY 198 at the California Aqueduct Bridge-Bridge #42-0270-Replace Bridge Deck	198	From: N/A To: N/A Dist: N/A	Safety - Non capacity widening or bridge reconstruction.	1.19	$3,760,000
Caltrans	LSTMP374	Retrofit Bridge No.'s 42-0112 (San Joaquin River Bridge near Fresno) and 41-0040 (San Joaquin River Bridge in Madera County)	41	From: N/A To: N/A Dist: N/A	Safety - Non capacity widening or bridge reconstruction.	1.19	$3,455,000
Caltrans	LSTMP375	Bridge Seismic Restoration to Various Bridges in Fresno, Kings, and Madera Counties		From: Various To: Various Dist: N/A	Safety - Non capacity widening or bridge reconstruction.	1.19	$9,020,000
Caltrans	LSTMP336	HWY 168-Oak Creek Rd to Lodge Rd: Rehabilitate pavement	168	From: Oak Creek Rd To: Lodge Rd Dist: N/A	Safety - Pavement resurfacing and/or rehabilitation.	1.10	$4,372,000
Caltrans	LSTMP361	AC Overlay: Hwy 41 from Laguna Ave to Harlan Ave	41	From: Laguna Ave To: Harlan Ave Dist: 2	Safety - Pavement resurfacing and/or rehabilitation.	1.10	$495,000
Caltrans	LSTMP362	AC Overlay: Hwy 43 from Fresno/Kings County Line to Hwy 43/99 Grade Seperation	43	From: Fresno/Kings County Line To: Hwy 43/99 Grade Seperation Dist: 9.3	Safety - Pavement resurfacing and/or rehabilitation.	1.10	$1,440,000
Caltrans	LSTMP214	Near Kerman, from 0.3 mile south to 0.3 mile north of Jensen Avenue. Construct traffic roundabout	145	From: N/A To: N/A Dist: N/A	Safety - Safety Improvement Program.	1.06	$2,903,000
Caltrans	LSTMP335	HWY 168-1.2 miles west of Auberry Rd to 0.8 miles west of Auberry Rd: Realign roadway curve	168	From: 1.2 miles W of Auberry Rd To: 0.8 miles E of Auberry Rd Dist: N/A	Safety - Safety Improvement Program.	1.06	$5,170,000
Central Unified School District	FRE130024	Central Unified CNG Fueling Center	N/A	From: N/A To: N/A Dist: N/A	Mass Transit - Const of new bus or rail storage/maint. facilities	2.11	$837,000
Clovis, City of	FRE071801	Trail Head & Trail Improvements	Sunnyside	From: Sunnyside To: Shepherd Dist: N/A	Air Quality - Bicycle and pedestrian facilities.	3.02	$1,932,000
Clovis, City of	FRE111372	Sierra Gateway Regional Trail, Phase I & II	N/A	From: DeWolf To: Shepherd Dist: 1.6 miles	Air Quality - Bicycle and pedestrian facilities.	3.02	$1,349,000

FRESNO COUNCIL OF GOVERNMENTS
EXEMPT PROJECT LISTING

AGENCY	MPO PROJECT ID	PROJECT TITLE	STREET NAME	PROJECT LIMITS	EXEMPTION CATEGORY		ESTIMATED TOTAL COST
					NAME	CODE	
Clovis, City of	FRE130027	Shaw Avenue Sidewalk from Temperance to Sunnyside	Shaw Ave	From: Temperance Ave To: Sunnyside Ave Dist: 1.5	Air Quality - Bicycle and pedestrian facilities.	3.02	$303,000
Clovis, City of	FRE130028	Tollhouse and Fowler Sidewalks	N/A	From: Fowler Ave To: Tollhouse Rd Dist: .25	Air Quality - Bicycle and pedestrian facilities.	3.02	$156,000
Clovis, City of	FRE130030	Willow and Alluvial Sidewalks	N/A	From: Willow Ave To: 600' N of Alluvial Ave Dist: .25	Air Quality - Bicycle and pedestrian facilities.	3.02	$123,000
Clovis, City of	FRE090104	Shaw at DeWolf Traffic Flow Improvements	N/A	From: Shaw To: DeWolf Dist: N/A	All Projects - Intersection signalization projects at individual intersections.	5.02	$622,000
Clovis, City of	FRE130029	Shaw and Sunnyside Traffic Signal Modifications	N/A	From: Shaw Ave To: Sunnyside Ave Dist: N/A	Other - Intersection channelization projects.	5.01	$170,000
Clovis, City of	FRE110101	Ashlan/Armstong Traffic Flow Improvements	N/A	From: Ashlan To: Armstrong Dist: N/A	Other - Intersection signalization projects.	5.02	$220,000
Clovis, City of	FRE110102	Clovis/Gettysburg Traffic Flow Improvements	N/A	From: Clovis Ave To: Gettysburg Ave Dist: N/A	Other - Intersection signalization projects.	5.02	$247,000
Clovis, City of	FRE110103	Shepherd/Minnewawa Traffic Flow Improvements	N/A	From: Shepherd Ave To: Minnewawa Ave Dist: N/A	Other - Intersection signalization projects.	5.02	$654,000
Clovis, City of	FRE110126	Clovis/Nees Traffic Flow Improvements	N/A	From: Clovis Ave To: Nees Ave Dist: N/A	Other - Intersection signalization projects.	5.02	$355,000
Clovis, City of	FRE130025	Temperance and Nees Traffic Signal	N/A	From: Temperance Ave To: Nees Ave Dist: N/A	Other - Intersection signalization projects.	5.02	$354,000
Clovis, City of	FRE130026	Shaw and Locan Traffic Signal	N/A	From: Shaw Ave To: Locan Ave Dist: N/A	Other - Intersection signalization projects.	5.02	$620,000
Clovis, City of	LSTMP287	Upgrade traffic signal: Intersection of Peach and Gettysburg	Intersection	From: Peach To: Gettysburg Dist: N/A	Other - Intersection signalization projects.	5.02	$379,000
Clovis, City of	FRE041812	Enterprise Canal Trail	Enterprise Canal	From: East of Temperance To: South of Nees Dist: .25	Other - Transportation enhancement activities.	4.12	$500,000
Clovis, City of	FRE111375	Minnewawa, Barstow-Bullard	Minnewawa	From: Barstow To: Bullard Dist: .50	Other - Transportation enhancement activities.	4.12	$489,000
Clovis, City of	FRE110125	Temperance Avenue Traffic Flow Improvements	Temperance Ave	From: Shaw Ave To: Herndon Ave Dist: 2.0	Other - Traffic signal synchronization projects.	5.07	$453,000
Clovis, City of	FRE130031	Shaw Avenue Traffic Signal Synchronization from Willow to Temperance	Shaw Ave	From: Willow Ave To: Temperance Ave Dist: 3.5	Other - Traffic signal synchronization projects.	5.07	$990,000
Clovis, City of	FRE092526	Road Rehabilitation on Shaw from Clovis to Sunnyside	Shaw Ave	From: Clovis ave. To: Sunnyside Dist: N/A	Safety - Pavement resurfacing and/or rehabilitation.	1.10	$1,043,000
Clovis, City of	FRE110613	Alluvial Avenue-Clovis to Sunnyside: Rehabilitation	Alluvial Avenue	From: Clovis Ave To: Sunnyside Ave Dist: N/A	Safety - Pavement resurfacing and/or rehabilitation.	1.10	$472,000
Clovis, City of	FRE110614	Clovis Avenue Rehabilitation	Clovis Avenue	From: Herndon Ave To: Alluvial Ave Dist: .50	Safety - Pavement resurfacing and/or rehabilitation.	1.10	$658,000
Clovis, City of	FRE111365	Road Rehabilitation/Addition of Minor Asphalt Pavement at Sierra from Armstrong to Temperance	Sierra Street	From: Armstrong Avenue To: Temperance Avenue Dist: .50	Safety - Pavement resurfacing and/or rehabilitation.	1.10	$642,000
Clovis, City of	FRE111371	Road Rehabilitation on Shaw from Armstrong-Temperance	Shaw Avenue	From: Armstrong To: Temperance Dist: 0.5	Safety - Pavement resurfacing and/or rehabilitation.	1.10	$1,065,000

FRESNO COUNCIL OF GOVERNMENTS
EXEMPT PROJECT LISTING

AGENCY	MPO PROJECT ID	PROJECT TITLE	STREET NAME	PROJECT LIMITS	EXEMPTION CATEGORY		ESTIMATED TOTAL COST
					NAME	CODE	
Clovis, City of	FRE130005	Shaw Avenue Rehabilitation from Clovis to Sunnyside	Shaw Ave	From: Clovis Ave To: Sunnyside Ave Dist: .5	Safety - Pavement resurfacing and/or rehabilitation.	1.10	$826,000
Clovis, City of	FRE130006	Fowler Avenue Rehabilitation from Herndon to SR 168	Fowler Ave	From: Herndon Ave To: SR 168 Dist: .25	Safety - Pavement resurfacing and/or rehabilitation.	1.10	$386,000
Clovis, City of	LSTMP266	Alluvial-Fowler to Fordham: Curb & Gutter	Alluvial Ave	From: Fowler To: Fordham Dist: N/A	Safety - Pavement resurfacing and/or rehabilitation.	1.10	$382,000
Clovis, City of	LSTMP363	Clovis Avenue Rehabilitation-Shaw to Pico	Clovis Avenue	From: Shaw Avenue To: Pico Avenue Dist: .5	Safety - Pavement resurfacing and/or rehabilitation.	1.10	$521,000
Clovis, City of	LSTMP364	Fowler Avenue Rehabilitation-Shaw to Gettysburg	Fowler Avenue	From: Shaw Avenue To: Gettysburg Avenue Dist: .5	Safety - Pavement resurfacing and/or rehabilitation.	1.10	$468,000
Clovis, City of	LSTMP035	Upgrade Traffic Signals; Add Protective Left Turn Phase - Clovis Ave. and Santa Ana Ave. Intersection	Intersection	From: Clovis To: Santa Ana Dist: N/A	Safety - Safety Improvement Program.	1.06	$160,000
Clovis, City of	LSTMP340	LED Stop Signs-Helm/Gettysburg & Villa/Gettysburg	N/A	From: Gettysburg To: Helm Ave & Villa Ave Dist: N/A	Safety - Safety Improvement Program.	1.06	$27,000
Clovis, City of	FRE111337	Alluvial Avenue-Fowler to McKelvy: Install Shoulder	Alluvial Avenue	From: Fowler To: McKelvy Dist: .25	Safety - Shoulder Improvements.	1.04	$330,000
Coalinga, City of	FRE130032	Purchase of 1 Diesel Street Sweeper	N/A	From: N/A To: N/A Dist: N/A	Mass Transit - Purchase of support vehicles.	2.02	$215,000
Coalinga, City of	FRE130045	Pave Various Dirt Alleys within City of Coalinga	Various Alleys	From: 1) Sunset St 2) Coalinga St To: 1) Sunset St 2) Fresno St Dist: 0.73	Safety - Pavement resurfacing and/or rehabilitation.	1.10	$477,000
Coalinga, City of	LSTMP341	Safety Improvments: Elm Ave (SR 33/SR198)-Phelps Ave to Gale Ave	Elm Ave (SR 33/SR 198)	From: Phelps Ave To: Gale Ave Dist: N/A	Safety - Safety Improvement Program.	1.06	$191,000
Department of Water Resources	LSTMP010	Seismic Retrofit Bridge 42C0140-Shields Ave. over California Aqueduct	N/A	From: Shields Ave To: California Aqueduct Dist: N/A	Safety - Non capacity widening or bridge reconstruction.	1.19	$350,000
Department of Water Resources	LSTMP011	Seismic Retrofit Bridge #42C0141-Russell Ave. over California Aqueduct	N/A	From: Russell Ave. To: California Aqueduct Dist: N/A	Safety - Non capacity widening or bridge reconstruction.	1.19	$400,000
Department of Water Resources	LSTMP012	Seismic Retrofit Bridge #42C0143-Nees Ave. Over California Aqueduct	N/A	From: Nees Ave To: California Aqueduct Dist: N/A	Safety - Non capacity widening or bridge reconstruction.	1.19	$410,000
Department of Water Resources	LSTMP013	Seismic Retrofit Bridge # 42C0156-Jayne Ave Over California Aqueduct	Jayne Ave.	From: California Aqueduct To: 2.5 Mi E/O SH269 Dist: N/A	Safety - Non capacity widening or bridge reconstruction.	1.19	$360,000
Department of Water Resources	LSTMP014	Seismic Retrofit Bridge # 42C0159-Mt. Whitney over California Aqueduct	N/A	From: Mt. Whitney To: California Aqueduct Dist: N/A	Safety - Non capacity widening or bridge reconstruction.	1.19	$320,000
Department of Water Resources	LSTMP015	Seismic Retrofit Bridge # 42C0173-Manning Ave over California Aqueduct	N/A	From: Manning Ave To: California Aqueduct Dist: N/A	Safety - Non capacity widening or bridge reconstruction.	1.19	$360,000

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AGENCY	MPO PROJECT ID	PROJECT TITLE	STREET NAME	PROJECT LIMITS	EXEMPTION CATEGORY NAME	EXEMPTION CATEGORY CODE	ESTIMATED TOTAL COST
Department of Water Resources	LSTMP016	Seismic Retrofit Bridge # 42C0245-W. Panoche Rd. over California Aqueduct	N/A	From: Panoche Rd. To: California Aqueduct Dist: N/A	Safety - Non capacity widening or bridge reconstruction.	1.19	$370,000
Department of Water Resources	LSTMP017	Seismic Retrofit Bridge #42C0370-Clarkson Ave. over California Aqueduct	N/A	From: Clarkson Ave To: California Aqueduct Dist: N/A	Safety - Non capacity widening or bridge reconstruction.	1.19	$410,000
Department of Water Resources	LSTMP018	Seismic Retrofit Bridge #42C0371-El Dorado Ave. over California Aqueduct	N/A	From: El Dorado To: California Aqueduct Dist: N/A	Safety - Non capacity widening or bridge reconstruction.	1.19	$410,000
Department of Water Resources	LSTMP019	Seismic Retrofit Bridge #42C0425-Gale Ave. over California Aqueduct	N/A	From: GALE AVE To: California Aqueduct Dist: N/A	Safety - Non capacity widening or bridge reconstruction.	1.19	$360,000
Firebaugh, City of	FRE110140	Poso Canal Pedestrian/Bike Route	Q Street & Poso Canal	From: 9th St To: Maldonado Park Dist: N/A	Air Quality - Bicycle and pedestrian facilities.	3.02	$330,000
Firebaugh, City of	FRE130041	Dunkle Park, River Lane, and 12th Street Pedestrian Facilities	1) Dunkle Park 2) River Lane 3) 12th St	From: 1) Q St 2) 500 LF 3) M St To: 1) Existing trail 3) N St Dist: .40	Air Quality - Bicycle and pedestrian facilities.	3.02	$296,000
Firebaugh, City of	FRE130033	Purchase of CNG Street Sweeper	N/A	From: N/A To: N/A Dist: N/A	Mass Transit - Purchase of support vehicles.	2.02	$232,000
Firebaugh, City of	FRE130008	16th St, O St, and Q St Rehabilitation	1) 16th St 2) O St 3) Q St	From: 1) O St 2) 15th St 3) 15th St To: 1) Q St 2) Saipan Ave 3) 16th St Dist: .51	Safety - Pavement resurfacing and/or rehabilitation.	1.10	$694,000
Firebaugh, City of	LSTMP369	7th and 8th Streets Rehabilitation	1) 7th St 2) 8th St	From: 1) P St 2) Q St To: 1) West End 2) N St Dist: .31	Safety - Pavement resurfacing and/or rehabilitation.	1.10	$413,000
Firebaugh, City of	LSTMP370	Enrico Avenue Rehabilitation from Cardella Street to Cardella Street	Enrico Ave	From: Cardella St To: Cardella St Dist: .21	Safety - Pavement resurfacing and/or rehabilitation.	1.10	$232,000
Firebaugh, City of	LSTMP356	Construct Pedestrian Path, Sidewalks, Curb and Gutter, and Curb Ramps; Upgrade Crosswalk Striping; Install In-Pavement Crosswalk Lights-Arthur E. Mills and Firebaugh Middle Schools	Various	From: Various To: Various Dist: N/A	Safety - Safety Improvement Program.	1.06	$439,000
Fowler, City of	FRE071803	Merced Street Improvements	Merced Street	From: 3rd Street To: 5th Street Dist: N/A	Air Quality - Bicycle and pedestrian facilities.	3.02	$203,000
Fowler, City of	FRE090123	Golden State Corridor Bicycle / Pedestrian Trail	Golden State Corridor	From: unknown To: unknown Dist: N/A	Air Quality - Bicycle and pedestrian facilities.	3.02	$280,000
Fowler, City of	FRE130042	Fowler Avenue Sidewalks from Merced to Fresno	Fowler Ave (West Side)	From: Merced St To: Fresno St Dist: 0.23	Air Quality - Bicycle and pedestrian facilities.	3.02	$113,000
Fowler, City of	FRE130043	Golden State Class I Bike Path Phase 2 from Manning to South	Golden State Boulevard	From: Manning Ave To: South Ave Dist: 1.08	Air Quality - Bicycle and pedestrian facilities.	3.02	$220,000
Fowler, City of	FRE130019	Adams Ave Reconstruction from Main to 5th-Phase 1	Adams Ave	From: Main St To: 5th St Dist: 0.27	Safety - Pavement resurfacing and/or rehabilitation.	1.10	$285,000
Fowler, City of	LSTMP342	Battery Back-Up Systems at Signalized Intersections	N/A	From: Various To: Various Dist: N/A	Safety - Safety Improvement Program.	1.06	$38,000
Fresno Area Express (FAX)	FRE095319	Bike Racks	N/A	From: N/A To: N/A Dist: N/A	Air Quality - Bicycle and pedestrian facilities.	3.02	$132,000

FRESNO COUNCIL OF GOVERNMENTS
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AGENCY	MPO PROJECT ID	PROJECT TITLE	STREET NAME	PROJECT LIMITS	EXEMPTION CATEGORY		ESTIMATED TOTAL COST
					NAME	CODE	
Fresno Area Express (FAX)	FRE021510	Transit Enhancements	N/A	From: N/A To: N/A Dist: N/A	Mass Transit - Construction of small passenger shelters and information kiosks.	2.07	$5,514,000
Fresno Area Express (FAX)	FRE041403	Circulator Program	N/A	From: N/A To: N/A Dist: N/A	Mass Transit - Purchase new buses and rail cars to replace exist.	2.10	$3,485,000
Fresno Area Express (FAX)	FRE111366	Purchase CNG Buses	N/A	From: N/A To: N/A Dist: N/A	Mass Transit - Purchase new buses and rail cars to replace exist.	2.10	$8,030,000
Fresno Area Express (FAX)	FRE111369	Paratransit Bus Purchase	N/A	From: N/A To: N/A Dist: N/A	Mass Transit - Purchase new buses and rail cars to replace exist.	2.10	$195,000
Fresno Area Express (FAX)	FRE095330	Bicycle Lockers at Transit Stops	N/A	From: N/A To: N/A Dist: N/A	Mass Transit - Purchase of equipment for existing facilities.	2.04	$125,000
Fresno Area Express (FAX)	FRE095322	Trip Efficiency Program	N/A	From: N/A To: N/A Dist: N/A	Mass Transit - Purchase of support vehicles.	2.02	$21,000
Fresno Area Express (FAX)	FRE130009	Regional Automated Farebox System	N/A	From: N/A To: N/A Dist: N/A	Mass Transit - Purchase of vehicle operating equipment.	2.05	$678,000
Fresno Area Express (FAX)	FRE092602	Remodel Existing Transit Facility	N/A	From: N/A To: N/A Dist: N/A	Mass Transit - Reconstruction or renovation of transit structures.	2.08	$2,750,000
Fresno Area Express (FAX)	FRE021502	Various Planning Projects	N/A	From: N/A To: N/A Dist: N/A	Mass Transit - Transit operating assistance.	2.01	$3,847,000
Fresno Area Express (FAX)	FRE021503	Section 5307 Preventive Maintenance	N/A	From: N/A To: N/A Dist: N/A	Mass Transit - Transit operating assistance.	2.01	$57,781,000
Fresno Area Express (FAX)	FRE021504	Contracted Paratransit	N/A	From: N/A To: N/A Dist: N/A	Mass Transit - Transit operating assistance.	2.01	$27,278,000
Fresno Area Express (FAX)	FRE021506	Capital Lease	N/A	From: N/A To: N/A Dist: N/A	Mass Transit - Transit operating assistance.	2.01	$2,313,000
Fresno Area Express (FAX)	FRE095318	Transportation Needs Project	N/A	From: N/A To: N/A Dist: N/A	Mass Transit - Transit operating assistance.	2.01	$250,000
Fresno Area Express (FAX)	FRE095329	Trip Efficiency Program: Operating Expenses	N/A	From: N/A To: N/A Dist: N/A	Mass Transit - Transit operating assistance.	2.01	$80,000
Fresno Area Express (FAX)	FRE130035	Operating Support for Bus Rapid Transit	N/A	From: N/A To: N/A Dist: N/A	Mass Transit - Transit operating assistance.	2.01	$4,575,000
Fresno Area Express (FAX)	FRE095320	Bus Stop Efficiency Improvements	N/A	From: N/A To: N/A Dist: N/A	Other - Bus terminals and transfer points.	5.06	$85,000
Fresno Area Express (FAX)	FRE095321	Bus Stop Concrete Improvements	N/A	From: N/A To: N/A Dist: N/A	Other - Bus terminals and transfer points.	5.06	$150,000
Fresno Area Express (FAX)	FRE111356	Bus Rapid Transit (BRT): Blackstone/Kings Canyon Corridors	N/A	From: N/A To: N/A Dist: N/A	Other - Transportation enhancement activities.	4.12	$48,188,000
Fresno Area Express (FAX)	FRE021501	Section 5307 Planning Projects	N/A	From: N/A To: N/A Dist: N/A	Other - Non construction related activities.	4.01	$4,050,000
Fresno Area Express (FAX)	FRE092001	Incremental Cost of Body Style Change	N/A	From: N/A To: N/A Dist: N/A	Other - Non construction related activities.	4.01	$282,000
Fresno Council of Governments	FRE001101	Planning, Programming and Monitoring	NA	From: NA To: NA Dist: N/A	Other - Non construction related activities.	4.01	$3,454,000
Fresno County	FRE111334	Golden State Corridor Improvements	Golden State	From: American To: Tulare County Line Dist: N/A	Other - Plantings, landscaping, etc.	4.09	$48,220,000

FRESNO COUNCIL OF GOVERNMENTS
EXEMPT PROJECT LISTING

AGENCY	MPO PROJECT ID	PROJECT TITLE	STREET NAME	PROJECT LIMITS	EXEMPTION CATEGORY		ESTIMATED TOTAL COST
					NAME	CODE	
Fresno County	LSTMP027	Replace bridge #42C0268-Millerton Rd. Over Little Dry Creek	N/A	From: Millerton Rd. To: Little Dry Creek Dist: N/A	Safety - Non capacity widening or bridge reconstruction.	1.19	$650,000
Fresno County	LSTMP029	Seismic Retrofit Bridge # 42C0281-Sierra Ave. Over Delta-Mendota Canal	N/A	From: Sierra Ave. To: Delta-Mendota Canal Dist: N/A	Safety - Non capacity widening or bridge reconstruction.	1.19	$631,000
Fresno County	LSTMP031	Replace bridge #42C0400-Bass Ave Over Outside Canal	N/A	From: Bass Ave. To: Outside Canal Dist: N/A	Safety - Non capacity widening or bridge reconstruction.	1.19	$2,375,000
Fresno County	LSTMP032	Bridge Preventative Maintenance Program	Various	From: various To: various Dist: N/A	Safety - Non capacity widening or bridge reconstruction.	1.19	$9,626,000
Fresno County	LSTMP280	Bridge No. 42C0047 lane replacement-Russell Over Outside Canal	various	From: various To: various Dist: N/A	Safety - Non capacity widening or bridge reconstruction.	1.19	$2,240,000
Fresno County	LSTMP281	Bridge No. 42C0074 Lane replacement-Nees Ave over Delta-Mendota Canal	N/A	From: Nees Ave To: Delta-Mendota Canal Dist: N/A	Safety - Non capacity widening or bridge reconstruction.	1.19	$3,720,000
Fresno County	LSTMP282	Bridge No. 42C0175, E Manning Ave., Over Travers Creek	N/A	From: Manning Ave To: Travers Creek Dist: N/A	Safety - Non capacity widening or bridge reconstruction.	1.19	$1,320,000
Fresno County	LSTMP283	Replace bridge #42C0343-E McKinley Ave. over Fresno Canal	N/A	From: McKinley To: Fresno Canal Dist: N/A	Safety - Non capacity widening or bridge reconstruction.	1.19	$840,000
Fresno County	LSTMP284	Replace bridge #42C0413-E Lincoln Ave. Over Travers Creek	E. Lincoln Ave.	From: Travers Creek To: 0.5 East of Alta Ave. Dist: N/A	Safety - Non capacity widening or bridge reconstruction.	1.19	$645,000
Fresno County	LSTMP285	Replace bridge #42C0417-E Parlier Ave. Over Travers Creek	N/A	From: E Parlier Ave. To: Travers Creek Dist: N/A	Safety - Non capacity widening or bridge reconstruction.	1.19	$700,000
Fresno County	LSTMP286	Replace bridge #42C0502-E Lincoln Ave. Over Wahtoke Creek	N/A	From: Lincoln AVE To: Wahtoke Creek Dist: N/A	Safety - Non capacity widening or bridge reconstruction.	1.19	$770,000
Fresno County	FRE040118	North at Maple Intersection Improvements	N/A	From: North To: Maple Dist: N/A	Safety - Non signalization traffic control and operatng.	1.07	$134,000
Fresno County	FRE070201	Rehabilitation, repair, reconstruction	Various	From: Various To: Various Dist: N/A	Safety - Pavement resurfacing and/or rehabilitation.	1.10	$3,500,000
Fresno County	FRE070202	Rehabilitation, repair, and/or reconstruction	Various	From: Various To: Various Dist: N/A	Safety - Pavement resurfacing and/or rehabilitation.	1.10	$1,875,000
Fresno County	FRE110615	Jensen Avenue AC Overlay-Golden State to Maple Avenue	Jensen Avenue	From: Golden State Boulevard To: Maple Avenue Dist: N/A	Safety - Pavement resurfacing and/or rehabilitation.	1.10	$979,000
Fresno County	FRE130007	American Ave Reconstruction from Peach to Temperance	American Ave	From: Peach Ave To: Temperance Ave Dist: 3	Safety - Pavement resurfacing and/or rehabilitation.	1.10	$1,130,000
Fresno County	LSTMP256	AC Overlay: Lyon Ave from California to North	Lyon Ave	From: California Ave To: North Dist: N/A	Safety - Pavement resurfacing and/or rehabilitation.	1.10	$324,000
Fresno County	LSTMP365	Goodfellow Avenue AC Overlay-Newark to Reed	Goodfellow Avenue	From: Newark Avenue To: Reed Avenue Dist: 5.268	Safety - Pavement resurfacing and/or rehabilitation.	1.10	$1,151,000
Fresno County	LSTMP366	Manning Avenue AC Overlay-Lake Avenue Alignment to Placer Avenue	Manning Avenue	From: Lake Avenue Alignment To: Placer Avenue Dist: 2.514	Safety - Pavement resurfacing and/or rehabilitation.	1.10	$670,000
Fresno County	LSTMP367	Mount Whitney Avenue AC Overlay-0.98 Miles w/o Sonoma Avenue to Sonoma Avenue	Mount Whitney Avenue	From: 0.98 Miles w/o Sonoma Avenue To: Sonoma Avenue Dist: 0.98	Safety - Pavement resurfacing and/or rehabilitation.	1.10	$351,000

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AGENCY	MPO PROJECT ID	PROJECT TITLE	STREET NAME	PROJECT LIMITS	EXEMPTION CATEGORY NAME	EXEMPTION CATEGORY CODE	ESTIMATED TOTAL COST
Fresno County	LSTMP368	Alta Avenue AC Overlay-American Avenue to South Avenue	Alta Avenue	From: American Avenue To: South Avenue Dist: 3	Safety - Pavement resurfacing and/or rehabilitation.	1.10	$1,424,000
Fresno County	LSTMP345	New Traffic Signal: Millerton and North Fork	N/A	From: Millerton Rd (Friant Rd) To: North Fork Rd (Mono St.) Dist: N/A	Safety - Safety Improvement Program.	1.06	$774,000
Fresno County	LSTMP346	Left turn lanes: Nees and Washoe	N/A	From: Nees Ave To: Washoe Ave Dist: N/A	Safety - Safety Improvement Program.	1.06	$707,000
Fresno County	LSTMP347	Left -turn phasing: Alta and Manning	N/A	From: Alta Ave To: Manning Ave Dist: N/A	Safety - Safety Improvement Program.	1.06	$308,000
Fresno County	LSTMP358	Install Traffic Signal; Construct Curb Ramps-Washington Colony Elementary School	N/A	From: Lincoln Ave To: Apprx. 725' E of Elm Ave Dist: N/A	Safety - Safety Improvement Program.	1.06	$358,000
Fresno County	LSTMP359	Install Traffic Signal-Molly S. Bakman Elementary School and Kings Canyon Middle School	N/A	From: Belmont Ave To: Helm Ave Dist: N/A	Safety - Safety Improvement Program.	1.06	$546,000
Fresno County	FRE040612	Manning Ave. Reconstruction	Manning Ave.	From: Crawford To: Hill Ave. Dist: N/A	Safety - Shoulder Improvements.	1.04	$3,667,000
Fresno County	FRE110127	Fowler Avenue from South Avenue to Elkhorn Avenue. Shoulder Improvements Paving/Stabilization	Fowler Avenue	From: South Avenue To: Elkhorn Avenue Dist: N/A	Safety - Shoulder Improvements.	1.04	$2,543,000
Fresno County	FRE130018	Lassen Avenue Shoulder Improvements from Jensen to McKinley	Lassen Ave	From: Jensen Ave To: McKinley Ave Dist: 4	Safety - Shoulder Improvements.	1.04	$1,502,000
Fresno County	FRE130038	California Avenue Shoulder Improvements from Derrick to Washoe	California Ave	From: Derrick Ave/SR 33 To: 0.64 miles w/o Washoe Ave Dist: 4.662	Safety - Shoulder Improvements.	1.04	$1,276,000
Fresno County	FRE130039	Fowler Avenue Shoulder Improvements from Elkhorn to Harlan	Fowler Ave	From: Elkhorn Ave To: Harlan Ave Dist: 3.02	Safety - Shoulder Improvements.	1.04	$1,029,000
Fresno County	FRE130040	Placer Avenue Shoulder Improvements from Lincoln to the City of San Joaquin	Placer Ave	From: Lincoln Ave To: City of San Joaquin Dist: 2.315	Safety - Shoulder Improvements.	1.04	$386,000
Fresno County	LS090130	Grouped Projects for Shoulder Improvements in Fresno County	Various	From: Various To: Various Dist: N/A	Safety - Shoulder Improvements.	1.04	$237,000
Fresno County	LSTMP262	Shoulder Improvements Paving/Stabilization: San Diego Ave from Belmont Ave to Shaw Ave	San Diego Avenue	From: Belmont Avenue To: Shaw Avenue Dist: 4.002 mi	Safety - Shoulder Improvements.	1.04	$1,261,000
Fresno County	LSTMP263	Shoulder Improvements Paving/Stabilization: Belmont Ave from SR 145 to Yuba	Belmont Ave	From: SR 145 To: Yuba Dist: N/A	Safety - Shoulder Improvements.	1.04	$1,511,000
Fresno County Economic Opportunities Commission	FRE111368	Bus Purchase	N/A	From: N/A To: N/A Dist: N/A	Mass Transit - Purchase new buses and rail cars to replace exist.	2.10	$560,000
Fresno County Economic Opportunities Commission	FRE072206	Operating Costs	N/A	From: N/A To: N/A Dist: N/A	Mass Transit - Transit operating assistance.	2.01	$342,000

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AGENCY	MPO PROJECT ID	PROJECT TITLE	STREET NAME	PROJECT LIMITS	EXEMPTION CATEGORY		ESTIMATED TOTAL COST
					NAME	CODE	
Fresno County Economic Opportunities Commission	FRE072207	Operating costs	N/A	From: N/A To: N/A Dist: N/A	Mass Transit - Transit operating assistance.	2.01	$348,000
Fresno County Rural Transit Agency	FRE111367	ADA Accessible Vanpool Vehicles	N/A	From: N/A To: N/A Dist: N/A	Mass Transit - Purchase new buses and rail cars to replace exist.	2.10	$116,000
Fresno County Rural Transit Agency	FRE090120	Purchase CNG Vans	N/A	From: N/A To: N/A Dist: N/A	Mass Transit - Transit operating assistance.	2.01	$288,000
Fresno County Rural Transit Agency	FRE111358	Fresno County Rural Transit Agency Operating Budget	N/A	From: N/A To: N/A Dist: N/A	Mass Transit - Transit operating assistance.	2.01	$24,294,000
Fresno Unified School District	FRE090121	Expand CNG Filling Facility	N/A	From: N/A To: N/A Dist: N/A	Mass Transit - Purchase of equipment for existing facilities.	2.04	$220,000
Fresno, City of	FRE090108	Shields Ave. Bicycle Lane Improvements	Shields Ave.	From: West Ave. To: Maple Ave. Dist: N/A	Air Quality - Bicycle and pedestrian facilities.	3.02	$442,000
Fresno, City of	FRE110113	Herndon Trail Gap-between Valentine and Marks Avenues	Herndon Trail	From: Valentine Ave To: Marks Ave Dist: N/A	Air Quality - Bicycle and pedestrian facilities.	3.02	$426,000
Fresno, City of	FRE110114	Millbrook Avenue Bicycle Lanes	Millbrook Avenue	From: Shields Ave To: Gettysburg Ave Dist: N/A	Air Quality - Bicycle and pedestrian facilities.	3.02	$363,000
Fresno, City of	FRE110137	Herndon Trail Gap-Fruit to Harrison Avenues	Herndon Ave	From: Fruit Ave To: Harrison Ave Dist: N/A	Air Quality - Bicycle and pedestrian facilities.	3.02	$175,000
Fresno, City of	FRE110622	Eaton Trail Resurfacing and Bridge Repairs	Eaton Trail located West of Friant Road	From: 1/4 Mile North of Audubon Dr To: Copper Ave Dist: N/A	Air Quality - Bicycle and pedestrian facilities.	3.02	$196,000
Fresno, City of	LSTMP195	Herndon Trail Gap-Polk to Milburn Avenues	Herndon Trail	From: Polk To: Milburn Dist: N/A	Air Quality - Bicycle and pedestrian facilities.	3.02	$1,553,000
Fresno, City of	LSTMP293	Sidewalk construction along 1) Shaw Ave from Blythe Ave to Brawley Ave; and 2) Ashlan Ave from West Ave to Fruit Ave	1) Shaw Ave 2) Ashlan Ave	From: 1) Blythe Ave 2) West Ave To: 1) Brawley Ave 2) Fruit Ave Dist: N/A	Air Quality - Bicycle and pedestrian facilities.	3.02	$199,000
Fresno, City of	FRE090110	Park and Ride Lot Construction Near SR 99	unknown	From: unknown To: unknown Dist: N/A	Air Quality - Ride-sharing and van-pooling program.	3.01	$334,000
Fresno, City of	FRE110139	Sugar Pine Trail Head and Park and Ride Lot	N/A	From: Shepherd Ave To: Willow Ave Dist: N/A	Air Quality - Ride-sharing and van-pooling program.	3.01	$430,000
Fresno, City of	FRE110612	Lump Sum Planting and Irrigation Improvements	Various in Downtown Fresno	From: Various To: Various Dist: N/A	Other - Advance land acquisitions.	4.07	$896,000
Fresno, City of	FRE110623	SR 41 Northbound Off-ramp at Shaw Ave	41	From: N/A To: N/A Dist: N/A	Other - Interchange reconfiguration projects.	5.04	$975,000
Fresno, City of	FRE110104	Millbrook and Spruce Traffic Signal	N/A	From: Millbrook Ave To: Spruce Ave Dist: N/A	Other - Intersection signalization projects.	5.02	$448,000
Fresno, City of	FRE110105	Chestnut and Shepherd Traffic Signal	N/A	From: Chestnut Ave To: Shepherd Ave Dist: N/A	Other - Intersection signalization projects.	5.02	$321,000
Fresno, City of	FRE110106	Perrin and Sommerville Traffic Signal	N/A	From: Perrin Ave To: Sommerville Ave Dist: N/A	Other - Intersection signalization projects.	5.02	$388,000
Fresno, City of	FRE110107	Champlain and Liberty Hill/Saybrook Traffic Signal	N/A	From: Champlain To: Liberty Hill/Saybrook Dist: N/A	Other - Intersection signalization projects.	5.02	$370,000
Fresno, City of	FRE110108	Butler and WIllow Traffic Signal	N/A	From: Butler Ave To: Willow Ave Dist: N/A	Other - Intersection signalization projects.	5.02	$367,000

FRESNO COUNCIL OF GOVERNMENTS
EXEMPT PROJECT LISTING

AGENCY	MPO PROJECT ID	PROJECT TITLE	STREET NAME	PROJECT LIMITS	EXEMPTION CATEGORY		ESTIMATED TOTAL COST
					NAME	CODE	
Fresno, City of	FRE110109	Bullard and Cecelia Traffic Signal	N/A	From: Bullard Ave To: Cecelia Ave Dist: N/A	Other - Intersection signalization projects.	5.02	$371,000
Fresno, City of	FRE110110	Brawley and Shields Traffic Signal	N/A	From: Brawley Ave To: Shields Ave Dist: N/A	Other - Intersection signalization projects.	5.02	$505,000
Fresno, City of	FRE110111	Shields and Sunnyside Traffic Signal	N/A	From: Shields Ave To: Sunnyside Ave Dist: N/A	Other - Intersection signalization projects.	5.02	$437,000
Fresno, City of	FRE110610	Fresno Street Corridor Traffic Signal Upgrades	N/A	From: Fresno Street To: Divisadero, R, P, O, N, M, F, E Streets, Van Ness Ave Dist: N/A	Other - Intersection signalization projects.	5.02	$1,355,000
Fresno, City of	FRE111301	SR180 West-Frontage Rd	SR 180 West-Frontage Rd	From: Marks To: Hughes West Dist: N/A	Other - Intersection signalization projects.	5.02	$7,519,000
Fresno, City of	FRE130022	Blackstone Ave and Fedora Ave Traffic Signal	N/A	From: Blackstone Ave To: Fedora Ave Dist: .10	Other - Intersection signalization projects.	5.02	$452,000
Fresno, City of	FRE130036	Clinton and Valentine Traffic Signal	N/A	From: Clinton Ave To: Valentine Ave Dist: .01	Other - Intersection signalization projects.	5.02	$634,000
Fresno, City of	LSTMP354	Traffic signal at SR-99 N/B Off-Ramp and Ventura Street	99	From: Ventura To: Ventura Dist: 0.1	Other - Intersection signalization projects.	5.02	$517,000
Fresno, City of	FRE071804	Sugar Pine Trail	Sugar Pine Trail	From: Nees Ave To: Chestnut Dist: N/A	Other - Transportation enhancement activities.	4.12	$145,000
Fresno, City of	FRE071807	Ventura Ave. Median	Ventura Ave.	From: Broadway To: SR99 Dist: N/A	Other - Transportation enhancement activities.	4.12	$275,000
Fresno, City of	FRE090109	ITS Willow Ave. - Ashlan to International	Willow Ave	From: Ashlan To: International Dist: N/A	Other - Traffic signal synchronization projects.	5.07	$1,400,000
Fresno, City of	FRE090133	ITS Clovis & Shaw TLSP	Clovis Avenue	From: various To: various Dist: N/A	Other - Traffic signal synchronization projects.	5.07	$1,453,000
Fresno, City of	FRE110130	ITS West Ave-Herndon to Olive	West Ave	From: Herndon Ave To: Olive Ave Dist: N/A	Other - Traffic signal synchronization projects.	5.07	$480,000
Fresno, City of	FRE110132	ITS First Street-Nees to Ventura	First Street	From: Nees Ave To: Ventura St Dist: N/A	Other - Traffic signal synchronization projects.	5.07	$1,500,000
Fresno, City of	FRE110134	ITS Nees Ave-Palm to Willow Ave	Nees Ave	From: Palm Ave To: Willow Ave Dist: N/A	Other - Traffic signal synchronization projects.	5.07	$450,000
Fresno, City of	FRE110136	ITS Tulare St-Clovis Ave to C St	Tulare St	From: Clovis Ave To: C St Dist: N/A	Other - Traffic signal synchronization projects.	5.07	$750,000
Fresno, City of	FRE130034	Fresno Street and Van Ness Avenue ITS	1) Fresno St 2) Van Ness Ave	From: 1) B St 2) Ventura Ave To: 1) Divisadero St 2) Divisadero St Dist: 2.7	Other - Traffic signal synchronization projects.	5.07	$1,500,000
Fresno, City of	FRE130037	ITS Freeway Crossings-City Wide	41	From: N/A To: N/A Dist: 7.08	Other - Traffic signal synchronization projects.	5.07	$2,937,000
Fresno, City of	LSTMP067	ITS Installation and syncronization of Shields Ave-West to Chestnut	Shields Ave	From: West Ave To: Chestnut Ave Dist: N/A	Other - Traffic signal synchronization projects.	5.07	$1,013,000
Fresno, City of	FRE090609	Audubon Roundabouts @ Del Mar and Lexington	various	From: various To: various Dist: N/A	Safety - Non signalization traffic control and operatng.	1.07	$246,000
Fresno, City of	FRE110129	Herndon Ave Right-Turn Pocket Extension	N/A	From: Herndon Ave To: NB Blackstone Ave Dist: N/A	Safety - Non signalization traffic control and operatng.	1.07	$510,000

FRESNO COUNCIL OF GOVERNMENTS
EXEMPT PROJECT LISTING

AGENCY	MPO PROJECT ID	PROJECT TITLE	STREET NAME	PROJECT LIMITS	EXEMPTION CATEGORY		ESTIMATED TOTAL COST
					NAME	CODE	
Fresno, City of	FRE111360	EB Jensen Avenue AC Overlay	Jensen Avenue	From: Chestnut Avenue To: Willow Avenue Dist: N/A	Safety - Pavement resurfacing and/or rehabilitation.	1.10	$382,000
Fresno, City of	FRE130020	Herndon Avenue Rehabilitation from Blackstone to West	Herndon Ave	From: Blackstone Ave To: West Ave Dist: 2.00	Safety - Pavement resurfacing and/or rehabilitation.	1.10	$2,231,000
Fresno, City of	FRE130021	Friant Road Rehabilitation from Nees to Fresno	Friant Rd	From: Nees Ave To: Fresno St Dist: 0.5	Safety - Pavement resurfacing and/or rehabilitation.	1.10	$801,000
Fresno, City of	LSTMP339	Asphalt concrete overlay of Cedar Ave. between Dakota and Gettysburg Ave.	Cedar Ave.	From: Dakota To: Gettysburg Dist: 1.0	Safety - Pavement resurfacing and/or rehabilitation.	1.10	$656,000
Fresno, City of	LSTMP036	INSTALL TRAFFIC SIGNAL; COOPERATIVE PROJECT WITH CALTRANS - OLIVE AVE. AT BOTH SR99 SOUTHBOUND AND NORTHBOUND OFF AND ON RAMPS	99	From: OLIVE To: SR 99 N & SR 99 S Dist: N/A	Safety - Safety Improvement Program.	1.06	$1,623,000
Fresno, City of	LSTMP168	Construct sidewalk gap closures and curb ramps-Pinedale Elementary School	N/A	From: Along Pinedale, Spruce, Locust, Fir, Beechwood, Maroa, and C To: Near Pinedale Elementary School Dist: N/A	Safety - Safety Improvement Program.	1.06	$349,000
Fresno, City of	LSTMP343	Left Turn Phasing: Palm and Sierra	N/A	From: Palm Ave To: Sierra Ave Dist: N/A	Safety - Safety Improvement Program.	1.06	$403,000
Fresno, City of	LSTMP344	Left Turn Phasing at Millbrook and Shields	N/A	From: Millbrook Ave To: Shields Ave Dist: N/A	Safety - Safety Improvement Program.	1.06	$396,000
Fresno, City of	LSTMP357	Construct Sidewalk; Install High Visibility Crosswalk-Ezequiel Balderas Elementary School	Florence Ave	From: Balderas Elementary School To: Chestnut Ave Dist: N/A	Safety - Safety Improvement Program.	1.06	$104,000
Huron, City of	FRE130044	Granada, Los Angeles, Myrtle and Tornado Sidewalks	1) Granada St 2) Los Angeles 3) Myrtle St 4) Tornado Ave	From: Various To: Various Dist: 1	Air Quality - Bicycle and pedestrian facilities.	3.02	$172,000
Huron, City of	FRE130059	Lassen Ave (SR 269) and 11th St Pedestrian Crosswalk	N/A	From: Lassen Ave (SR 269) To: 11th St Dist: N/A	Air Quality - Bicycle and pedestrian facilities.	3.02	$104,000
Huron, City of	FRE020135	Lassen Avenue Traffic Signals	Lassen Avenue	From: 4th To: 9th Dist: N/A	All Projects - Intersection signalization projects at individual intersections.	5.02	$451,000
Huron, City of	LSTMP209	Median Island and Landscaping Lassen Avenue (State Highway 269) 4th Street-Palmer Avenue	Lassen Avenue (State Highway 269)	From: 4th Street To: Palmer Avenue Dist: N/A	Safety - Adding medians.	1.16	$240,000
Huron, City of	FRE130023	Ninth Street Reconstruction from M to O	Ninth St	From: M St To: O St Alignment Dist: .41	Safety - Pavement resurfacing and/or rehabilitation.	1.10	$392,000
Kerman, City of	FRE130046	UPRR Pedestrian and Bicycle Trail	UPRR	From: Del Norte Ave To: Siskiyou Ave Dist: 0.5	Air Quality - Bicycle and pedestrian facilities.	3.02	$300,000
Kerman, City of	FRE130001	Vineland Avenue Widening	Vineland Ave	From: Kearney Blvd To: Sunset Ave Dist: .14	Safety - Non capacity widening or bridge reconstruction.	1.19	$210,000
Kerman, City of	FRE110624	First Street: Kearney to Whitesbridge	First Street	From: Kearney Blvd To: Whitebridge Rd Dist: N/A	Safety - Pavement resurfacing and/or rehabilitation.	1.10	$488,000

FRESNO COUNCIL OF GOVERNMENTS
EXEMPT PROJECT LISTING

AGENCY	MPO PROJECT ID	PROJECT TITLE	STREET NAME	PROJECT LIMITS	EXEMPTION CATEGORY		ESTIMATED TOTAL COST
					NAME	CODE	
Kerman, City of	FRE110625	Rehabilitation of Middleton Avenue	Middleton Ave	From: First St To: Del Norte Ave Dist: N/A	Safety - Pavement resurfacing and/or rehabilitation.	1.10	$136,000
Kerman, City of	FRE130011	California Avenues Reconstruction from Vineland to Goldenrod	California and May Ave	From: Vineland Ave To: Goldenrod Ave Dist: .5	Safety - Pavement resurfacing and/or rehabilitation.	1.10	$647,000
Kings Canyon Unified School District	FRE130047	Purchase 2 Electric School Buses	N/A	From: N/A To: N/A Dist: N/A	Mass Transit - Purchase new buses and rail cars to replace exist.	2.10	$500,000
Kings Canyon Unified School District	FRE130048	Purchase Electric Delivery Truck	N/A	From: N/A To: N/A Dist: N/A	Mass Transit - Purchase of support vehicles.	2.02	$210,000
Kingsburg, City of	FRE110117	10th/Union Lighted Crosswalk	N/A	From: 10th Ave To: Union St Dist: N/A	Air Quality - Bicycle and pedestrian facilities.	3.02	$68,000
Kingsburg, City of	FRE110144	Sierra Street Sidewalks-Lincoln to Ellis	South side of Sierra Street	From: Lincoln Street To: Ellis Street Dist: N/A	Air Quality - Bicycle and pedestrian facilities.	3.02	$33,000
Kingsburg, City of	FRE130049	18th Avenue Sidewalk from Mariposa to Kern	18th Ave (East Side)	From: Mariposa St To: Kern St Dist: 0.12	Air Quality - Bicycle and pedestrian facilities.	3.02	$98,000
Kingsburg, City of	FRE130050	18th Avenue Sidewalks from Lewis to Washington	18th Ave (West Side)	From: Lewis St To: Washington St Dist: 0.08	Air Quality - Bicycle and pedestrian facilities.	3.02	$69,000
Kingsburg, City of	FRE130051	18th and Kern-Lighted Crosswalk	N/A	From: 18th Ave To: Kern St Dist: 0.25	Air Quality - Bicycle and pedestrian facilities.	3.02	$61,000
Kingsburg, City of	FRE021804	Kingsburg Railroad Depot Restoration	California Street	From: Draper Street To: Earl Street Dist: 0.2	Mass Transit - Reconstruction or renovation of transit structures.	2.08	$1,157,000
Kingsburg, City of	FRE110143	Sierra Street Traffic Synchronization	Sierra Street	From: 18th Avenue To: 6th Avenue Dist: N/A	Other - Traffic signal synchronization projects.	5.07	$311,000
Kingsburg, City of	FRE110602	Orange Avenue Reconstruction	Orange Ave	From: 916 Orange Ave To: 6th Avenue Drive Dist: N/A	Safety - Pavement resurfacing and/or rehabilitation.	1.10	$114,000
Kingsburg, City of	FRE110628	Earl Street Reconstruction	Earl Street	From: California Street To: 18th Ave Dist: N/A	Safety - Pavement resurfacing and/or rehabilitation.	1.10	$136,000
Kingsburg, City of	FRE130002	18th Avenue Pavement Rehabilitation	18th Avenue	From: Kamm To: Mehlert Dist: .26	Safety - Pavement resurfacing and/or rehabilitation.	1.10	$110,000
Kingsburg, City of	FRE130012	10th Avenue Reconstruction from Sierra to Stroud	10th Ave	From: Sierra St To: Stroud Ave Dist: .5	Safety - Pavement resurfacing and/or rehabilitation.	1.10	$407,000
Mendota, City of	FRE020141	2nd/5th Streets Railroad Track Crossing	Over Railroad Tracks	From: 2nd Street To: 5th Street Dist: N/A	Air Quality - Bicycle and pedestrian facilities.	3.02	$446,000
Mendota, City of	FRE130052	Purchase CNG Street Sweeper	N/A	From: N/A To: N/A Dist: N/A	Mass Transit - Purchase of support vehicles.	2.02	$310,000
Mendota, City of	FRE071809	Derrick/7th St. Improvements	N/A	From: Derrick Ave To: 7th St Dist: N/A	Other - Transportation enhancement activities.	4.12	$282,000
Mendota, City of	FRE130013	Sorensen, Smoot, and McCabe Reconstruction	1) Sorensen Ave 2) Smoot St 3) McCabe St	From: 1) Smoot St 2) Derrick Ave 3) Derrick Ave To: 1) McCabe St 2) Sorensen Ave 3) Sorensen Ave Dist: .64	Safety - Pavement resurfacing and/or rehabilitation.	1.10	$1,525,000
Orange Cove, City of	FRE110120	Rails to Trails Access Trails	East Railroad Ave.	From: Anchor Ave. To: Park Blvd. Dist: N/A	Air Quality - Bicycle and pedestrian facilities.	3.02	$125,000

FRESNO COUNCIL OF GOVERNMENTS
EXEMPT PROJECT LISTING

AGENCY	MPO PROJECT ID	PROJECT TITLE	STREET NAME	PROJECT LIMITS	EXEMPTION CATEGORY		ESTIMATED TOTAL COST
					NAME	CODE	
Orange Cove, City of	FRE110147	Park, Anchor, and Jacobs Sidewalks	1) Park Blvd 2) Anchor Ave 3) Jacob Ave	From: 1) Anchor Ave 2) Park Blvd 3) Adams Ave To: 1) 900 Feet West 2) 400 Feet South 3) 400 Feet North Dist: N/A	Air Quality - Bicycle and pedestrian facilities.	3.02	$160,000
Orange Cove, City of	FRE130053	Center Street Trail Connection from Park to Railroad	Center St	From: Park Ave To: Railroad Ave Dist: 0.03	Air Quality - Bicycle and pedestrian facilities.	3.02	$42,000
Orange Cove, City of	FRE130054	Third Street Sidewalks from Park to Railroad	Third St	From: Park Blvd To: Railroad Ave Dist: 0.26	Air Quality - Bicycle and pedestrian facilities.	3.02	$195,000
Orange Cove, City of	FRE110630	Reconstruct Center Street South to Park	Center Street	From: South Ave To: Park Blvd Dist: N/A	Safety - Pavement resurfacing and/or rehabilitation.	1.10	$780,000
Orange Cove, City of	FRE130003	Adams Avenue Reconstruction from Friant-Kern Canal to Hill Valley Road	Adams Ave	From: Friant-Kern Canal To: Hill Valley Road Dist: .07	Safety - Pavement resurfacing and/or rehabilitation.	1.10	$185,000
Orange Cove, City of	FRE130014	Anchor Avenue Reconstruction from Adams Avenue to West Railroad Avenue	Anchor Ave	From: Adams Ave To: West Railroad Ave Dist: .22	Safety - Pavement resurfacing and/or rehabilitation.	1.10	$450,000
Parlier, City of	FRE130055	CID Corridor Pedestrian Path	CID/Santa Fe Canal Corridor	From: 250 ft S of Bulah Ave To: 200 ft N of Tuolomne St Dist: .11	Air Quality - Bicycle and pedestrian facilities.	3.02	$180,000
Parlier, City of	FRE130015	Manning Avenue WB Lanes Reconstruction from Newmark to Zediker	Manning Ave	From: Newmark Ave To: Zediker Ave Dist: .5	Safety - Pavement resurfacing and/or rehabilitation.	1.10	$621,000
Parlier, City of	LSTMP173	Construct curb, gutter, and sidewalk near Martinez Elementary School	Along the North side of E. Parlier Ave.	From: Milton Ave To: Mendocino Ave. Dist: N/A	Safety - Safety Improvement Program.	1.06	$378,000
Reedley, City of	FRE110148	Reedley Parkway	Reedley Parkway Trail	From: Rails to Trails pathway To: Reedley Sports Park Dist: N/A	Air Quality - Bicycle and pedestrian facilities.	3.02	$240,000
Reedley, City of	FRE090115	Clean Air Alternative Fueling Center	N/A	From: N/A To: N/A Dist: N/A	Mass Transit - Const of new bus or rail storage/maint. facilities	2.11	$1,195,000
Reedley, City of	FRE110121	Install Signal Interconnect System	I street	From: Manning To: 13th Dist: N/A	Other - Traffic signal synchronization projects.	5.07	$295,000
Reedley, City of	LSTMP033	Rehabilitate deck and bridge railing of bridge #42C0010-Manning Ave over the Kings River	N/A	From: Manning To: Kings River Dist: N/A	Safety - Non capacity widening or bridge reconstruction.	1.19	$18,388,000
Reedley, City of	LSTMP174	Construct sidewalk and curb ramps; install in-pavement crosswalk lightsn near T.L. Reed Elementary School	East side of Frankwood Ave.	From: Cypress Ave To: E Parlier Ave Dist: N/A	Safety - Safety Improvement Program.	1.06	$94,000
San Joaquin, City of	FRE130056	Sports Park Pedestrian and Bicycle Trail and Sidewalk	1) Sports Park 2) 8th Street	From: 1) California Ave 2)Trail To: 1) Existing Trail 2) Other Side of Sports Park Dist: 0.2	Air Quality - Bicycle and pedestrian facilities.	3.02	$175,000
San Joaquin, City of	FRE092532	Colorado Ave from Sutter Ave to 6th St: Reconstruction	Colorado Ave	From: Sutter Ave To: 6th Street Dist: .39	Safety - Pavement resurfacing and/or rehabilitation.	1.10	$418,000
San Joaquin, City of	FRE110607	Main Street Overlay	Main Street	From: California Ave To: Arizona Ave Dist: N/A	Safety - Pavement resurfacing and/or rehabilitation.	1.10	$42,000
San Joaquin, City of	FRE130004	Main Street Overlay from California Ave to Arizona Ave	Main St	From: California Ave To: Arizona Ave Dist: .17	Safety - Pavement resurfacing and/or rehabilitation.	1.10	$38,000

FRESNO COUNCIL OF GOVERNMENTS
EXEMPT PROJECT LISTING

AGENCY	MPO PROJECT ID	PROJECT TITLE	STREET NAME	PROJECT LIMITS	EXEMPTION CATEGORY		ESTIMATED TOTAL COST
					NAME	CODE	
San Joaquin, City of	LSTMP360	Construct Bulb-Outs; Install Signs and Striping-San Joaquin Elementary School	Various	From: Various To: Various Dist: N/A	Safety - Safety Improvement Program.	1.06	$244,000
Sanger, City of	FRE130057	Annadale Avenue Bike Lanes from Academy to Bennett and Crosswalk	Annadale Ave	From: Academy Ave To: Bennett Way Dist: .60	Air Quality - Bicycle and pedestrian facilities.	3.02	$158,000
Sanger, City of	LSTMP199	Traffic signal-Bethel Avenue at Church Avenue	N/A	From: Bethel Avenue To: Church Avenue Dist: N/A	All Projects - Intersection channelization projects.	5.01	$386,000
Sanger, City of	FRE110122	Expand CNG Filling Station	N/A	From: N/A To: N/A Dist: N/A	Mass Transit - Purchase of equipment for existing facilities.	2.04	$261,000
Sanger, City of	FRE090117	Purchase 1 CNG Vehicle for Public Works Department	N/A	From: N/A To: N/A Dist: N/A	Mass Transit - Purchase of support vehicles.	2.02	$73,000
Sanger, City of	FRE090127	Construct CNG Filling Station	N/A	From: N/A To: N/A Dist: N/A	Mass Transit - Purchase of support vehicles.	2.02	$340,000
Sanger, City of	FRE110149	Purchase CNG Refuse Truck	N/A	From: N/A To: N/A Dist: N/A	Mass Transit - Purchase of support vehicles.	2.02	$150,000
Sanger, City of	FRE040611	North Ave. Reconstruction	North Ave	From: Academy To: Bethel Ave Dist: N/A	Safety - Pavement resurfacing and/or rehabilitation.	1.10	$772,000
Sanger, City of	FRE092802	Pulverize and replace existing AC paving on Church Ave. between Bethel and Greenwood	Church Ave.	From: Bethel Ave. To: Greenwood Dist: N/A	Safety - Pavement resurfacing and/or rehabilitation.	1.10	$467,000
Sanger, City of	FRE110631	Greenwood Ave Overlay	Greenwood Avenue	From: North Ave To: Jensen Ave Dist: N/A	Safety - Pavement resurfacing and/or rehabilitation.	1.10	$1,205,000
Selma, City of	FRE090620	Whitson &Thompson Ave. Intersection	N/A	From: Whitson To: Thompson Dist: N/A	All Projects - Intersection channelization projects.	5.01	$452,000
Selma, City of	FRE090129	Purchase Electric Vehicles	N/A	From: N/A To: N/A Dist: N/A	Mass Transit - Purchase of support vehicles.	2.02	$122,000
Selma, City of	FRE071811	Selma Branch Canal Class I Bikeway	Selma Branch Canal	From: Floral To: Stillman Dist: N/A	Other - Transportation enhancement activities.	4.12	$766,000
SouthWest Transportation Agency	FRE130058	Purchase 3 CNG School Buses	N/A	From: N/A To: N/A Dist: N/A	Mass Transit - Purchase new buses and rail cars to replace exist.	2.10	$690,000

REGIONALLY SIGNIFICANT PROJECTS

		PROJECT DESCRIPTION				CONFORMITY ANALYSIS YEAR (project open to traffic)						
AGENCY	TIP/RTP PROJECT ID	TYPE OF IMPROVEMENT	FACILITY NAME/ROUTE	PROJECT LIMITS	ESTIMATED TOTAL COST	2012	2014	2017	2020	2023	2025	2035
Caltrans	FRE500759	Add 1 SB Auxilary Lane	41	El Paso to Friant	$13,970,000.00			X	X	X	X	X
Caltrans	FRE071005	In Fresno- SR 41, Bullard Avenue to Herndon Avenue add NB Auxillary lane	41	Bullard to Herndon	$14,950,000.00	X	X	X	X	X	X	X
Caltrans	FRE021201	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	$12,680,000.00			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	$21,590,000.00					X	X	X
California High-Speed Rail Authority	FRE500766	State Route 99 from Post Mile 23.9 (approximately Ashlan Avenue) to Post Mile 26.2 (approximately McKinley Ave); Re-Alignment and Add Auxiliary Lane	99	PM 23.9 to PM 26.2	$90,000,000.00			X	X	X	X	X
Caltrans	FRE071203	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	$66,050,000.00			X	X	X	X	X
Caltrans	FRE091301	In the City of Fresno, from Route 41 to Route 168. Modify ramp connectors.	180	N/A to N/A	$69,500,000.00		X	X	X	X	X	X
Caltrans	FRE021108	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	$90,050,000.00				X	X	X	X

REGIONALLY SIGNIFICANT PROJECTS

		PROJECT DESCRIPTION				CONFORMITY ANALYSIS YEAR (project open to traffic)						
AGENCY	TIP/RTP PROJECT ID	TYPE OF IMPROVEMENT	FACILITY NAME/ROUTE	PROJECT LIMITS	ESTIMATED TOTAL COST	2012	2014	2017	2020	2023	2025	2035
Caltrans	FRE021107	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	$43,620,000.00			X	X	X	X	X
Kingsburg	FRE500594	2 lanes to 4 lanes	18th	Mountain View to Stroud	$1,875,000.00						X	X
Kingsburg	FRE500595	2 LU to 4 LU	18th Avenue/Mendocino	Stroud Ave to SR 99	$682,000.00			X	X	X	X	X
Sanger	FRE070617	Academy Ave between North and 11th. Combination overlay/reconstruction and widening.	Academy Ave.	North to 11th	$14,940,374.00			X	X	X	X	X
Kingsburg	FRE500470	New 4 Lane Expressway	Academy Parkway	Mountain View to Simpson	$4,500,000.00				X	X	X	X
Fresno	FRE500602	2 LU to 4 LD	American	Orange to Maple	$1,200,000.00							X
Fresno County	FRE500603	2 LU to 4 LD	American	SR 41 to SR 99	$6,500,000.00							X
Caltrans	FRE500490	Grade seperation	Ashlan	UPRR to SR 99	$7,600,000.00							X
Clovis	FRE500616	2 LU to 4 LD	Ashlan	Leonard to Highland	$5,600,000.00			X	X	X	X	X
Clovis	FRE500454	2LU to 4LD	Ashlan	Thompson to McCall	$2,800,000.00				X	X	X	X
Clovis	FRE500471	2LU to 4LD	Ashlan	Highland to Thompson	$2,800,000.00				X	X	X	X
Clovis	FRE500615	3 LU to 4 LD	Ashlan	Dewolf to Leonard	$1,100,000.00			X	X	X	X	X
Fresno	FRE500574	2 LD to 4 LD	Ashlan	Grantland to Bryan	$650,000.00						X	X
Fresno	FRE500618	2 LD to 4 LD	Ashlan	Bryan to Polk	$1,350,000.00				X	X	X	X
Fresno	FRE500617	2 LU to 4 LD	Ashlan	Polk to Cornelia	$750,000.00				X	X	X	X
Fresno	FRE500619	Unconstructed to 4 LD	Ashlan	Garfield to Grantland	$1,000,000.00				X	X	X	X
Fresno County	FRE500620	2 LU to 4 LD	Auberry	Copper to Millerton (W)	$51,050,000.00							X
Fresno	FRE500575	2 LU & 4LU to 4 LD	Belmont	Brawley to SR 99	$1,700,000.00						X	X
Fresno	FRE500634	2 LU to 4 LD	Belmont	Grantland to Brawley	$3,600,000.00							X
Fresno	FRE500633	2 LU to 4 LD	Belmont	Armstrong to Temperance	$900,000.00						X	X
Fresno	FRE500631	3 LD to 4 LD (add WB Lane)	Belmont	Clovis to Fowler	$1,700,000.00	X	X	X	X	X	X	X
Fresno	FRE500632	3 LU to 4 LD (add WB lane)	Belmont	Fowler to Armstrong	$500,000.00				X	X	X	X
Fresno	FRE500641	2 LU to 4 LD	Brawley	S of Shaw to Ashlan	$1,000,000.00			X	X	X	X	X
Fresno	FRE500576	4 LD to 6 LD	Bullard	Blackstone to Fresno	$5,000,000.00							X
Fresno	FRE500455	4 LU to 4 LD	Bullard	Fruit to Palm	$2,000,000.00							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	$8,738,000.00			X	X	X	X	X

REGIONALLY SIGNIFICANT PROJECTS

		PROJECT DESCRIPTION				CONFORMITY ANALYSIS YEAR (project open to traffic)						
AGENCY	TIP/RTP PROJECT ID	TYPE OF IMPROVEMENT	FACILITY NAME/ROUTE	PROJECT LIMITS	ESTIMATED TOTAL COST	2012	2014	2017	2020	2023	2025	2035
Fresno	FRE500664	Widen to 6 L	Cedar	Belmont to Turner	$1,000,000.00						X	X
Fresno County	FRE500585	2 LU to 4 LD	Central	Willow to Clovis	$3,000,000.00							X
Fresno County	FRE500473	2 LU to 4 LD	Central	Goldenstate to Willow	$1,000,000.00							X
Fresno County	FRE500667	2 LU to 4 LD	Central	SR 99 to Golden State	$1,000,000.00			X	X	X	X	X
Fresno County	FRE500456	2 LU to 4 LD	Chestnut	American to SR 99	$2,000,000.00							X
Clovis	FRE500680	3 LD to 4 LD	Clovis	Nees to Teague	$1,100,000.00			X	X	X	X	X
Clovis	FRE500681	Construct new 6 L divided arterial	Clovis	Behymer to Shepherd	$14,922,000.00						X	X
Clovis	FRE500682	Unconstructed to 6 LD	Clovis	Behymer to Copper	$8,100,000.00						X	X
Clovis	FRE500687	2 LU to 4 LD	Copper	Willow to Clovis	$10,000,000.00						X	X
Fresno	FRE500685	2 LU to 4 LD	Copper	Cedar to Willow	$3,500,000.00				X	X	X	X
Fresno	FRE500684	2 LU to 6 LD	Copper	Friant to Cedar	$5,000,000.00	X	X	X	X	X	X	X
Fresno	FRE500686	4 LD to 6 LD	Copper	Cedar to Chestnut	$1,500,000.00						X	X
Fresno	FRE500704	2 LU to 4 LD	Elm	Central to North	$1,000,000.00				X	X	X	X
Clovis	FRE500708	2 LU to 4 LD	Fowler	Nees to (Shepherd) Enterprise Bridge	$6,000,000.00				X	X	X	X
Fresno	FRE500459	2 LU to 4 LD	Fowler	Hamilton to Kings Canyon	$600,000.00							X
Fresno	FRE500709	2 LU to 4 LD	Fowler	Jensen to Hamilton	$600,000.00				X	X	X	X
Fresno	FRE500475	2 LU to 4 LD, need right-of-way	Fowler	Kings Canyon to Belmont	$3,500,000.00	X	X	X	X	X	X	X
Fresno	FRE500710	2 LU to 4 LU	Fowler	Belmont to Gould Canal	$5,000,000.00						X	X
Fresno	FRE500715	4 LD to 6 LD	Friant	Shepherd to Copper	$18,000,000.00						X	X
Fresno	FRE500716	6 LD to 8 LD	Friant	SR 41 to Audubon	$3,000,000.00						X	X
Fresno	FRE500726	2 L to 4 L	Golden State	Herndon to Veterans	$1,000,000.00				X	X	X	X
Fresno	FRE500725	2 L to 4 L	Golden State	Veterans to Shaw	$1,800,000.00				X	X	X	X
Fresno	FRE500724	2L to 4L	Golden State	Shaw to Ashlan	$1,300,000.00			X	X	X	X	X
Fresno	FRE500729	2 LU to 4 LD	Grantland	Shaw to Parkway	$1,800,000.00							X
Fresno	FRE500730	2 LU to 4 LU	Grantland	Shaw to Veterans	$600,000.00							X
Fresno	FRE500727	2 LU to 6 LD	Grantland	Shields to Ashlan	$4,000,000.00				X	X	X	X
Fresno	FRE500728	2LD to 4 LD	Grantland	Belmont to Shields	$1,000,000.00				X	X	X	X
Fresno	FRE500564	New 6 LD Superarterial	Grantland/Veterans Blvd	Ashlan to Gettysburg	$1,500,000.00			X	X	X	X	X
Clovis	FRE500736	2 LU to 4 LD	Herndon	DeWolf to McCall	$12,000,000.00						X	X
Clovis	FRE092503	Herndon Ave.: Between Clovis Ave. and Sunnyside Ave.; widen from 4 LD to 6 LD. (part of Measure C Project K2 in the Urban Regional Program-split between FRE's 092503 and 092504)	Herndon	Clovis to Sunnyside	$662,500.00		X	X	X	X	X	X

REGIONALLY SIGNIFICANT PROJECTS

		PROJECT DESCRIPTION				CONFORMITY ANALYSIS YEAR (project open to traffic)						
AGENCY	TIP/RTP PROJECT ID	TYPE OF IMPROVEMENT	FACILITY NAME/ROUTE	PROJECT LIMITS	ESTIMATED TOTAL COST	2012	2014	2017	2020	2023	2025	2035
Clovis	FRE092504	Herndon Ave.: Between Sunnyside Ave. and Fowler Ave.; Widen from 4 LD to 6 LD. (part of Measure C Project K2 in the Urban Regional Program-split between FRE's 092503 and 092504)	Herndon	Sunnyside to Fowler	$662,500.00		X	X	X	X	X	X
Fresno	FRE500740	2 LD to 6 LD	Herndon	Brawley to Milburn	$3,000,000.00				X	X	X	X
Clovis	FRE111348	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	$6,201,500.00				X	X	X	X
Clovis	FRE111347	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	$6,201,500.00				X	X	X	X
Fresno	FRE110620	Herndon Avenue Widening from Brawley to Valentine Ave 4 to 6 lanes (Measure C Project K5a)	Herndon Ave	Brawley Ave to Valentine Ave	$2,951,163.00			X	X	X	X	X
Fresno	FRE110619	Herndon Westbound Auxiliary Lane Fresno St to SR 41	Herndon Ave	Fresno St to SR 41	$878,800.00			X	X	X	X	X
Fresno	FRE111346	Widen from 4 LD to 6 LD (Measure C Project K10 in the Urban Regional Program)	Herndon Ave	Weber to Polk	$6,773,000.00						X	X
Fresno	FRE111350	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	$7,640,000.00						X	X
Fresno	FRE111345	Widen to 6 Lanes (Measure C Project K5b in the Urban Regional Program)	Herndon Ave	Milburn to Brawley Ave	$5,516,000.00				X	X	X	X
Fresno	FRE500745	2 LU to 4 LD	Hughes	Neilsen to McKinley	$3,000,000.00			X	X	X	X	X
Fresno	FRE500746	2 LU to 4 LU	Hughes	Church to Whites Bridge	$1,500,000.00				X	X	X	X
Fresno	FRE500752	2 LU to 4 LD	Jensen	Marks to Fruit	$3,000,000.00						X	X
Fresno	FRE500749	2 LU to 4 LD	Jensen	Fruit to Martin Luther King Blvd	$1,500,000.00			X	X	X	X	X
Fresno	FRE500751	4 LD to 6 LD	Jensen	Clovis to McCall	$4,000,000.00						X	X

REGIONALLY SIGNIFICANT PROJECTS

		PROJECT DESCRIPTION				CONFORMITY ANALYSIS YEAR (project open to traffic)						
AGENCY	TIP/RTP PROJECT ID	TYPE OF IMPROVEMENT	FACILITY NAME/ROUTE	PROJECT LIMITS	ESTIMATED TOTAL COST	2012	2014	2017	2020	2023	2025	2035
Fresno	FRE500750	4 LD to 6 LD	Jensen	Cherry to Clovis	$25,000,000.00				X	X	X	X
Fresno	FRE500371	2 LU to 4 LD	Kings Canyon	Armstrong to Temperance	$1,000,000.00			X	X	X	X	X
Fresno	FRE500370	2 LU to 4 LD	Kings Canyon	Chestnut to Fowler	$1,000,000.00			X	X	X	X	X
Fresno County	FRE500381	2 LU to 4 LD	Manning	Buttonwillow to Alta	$7,000,000.00							X
Fresno County	FRE500511	2 LU to 4 LD	Manning	Alta to Hill	$6,000,000.00						X	X
Reedley	FRE500761	Reconstruct and widen Manning Ave from 2 to 4 lanes between I Street and Zumwalt Ave	Manning Ave	I Street to Zumwalt Ave	$3,495,000.00				X	X	X	X
Fresno	FRE500388	2 LU to 3 LU	Marks	Weber to Dakota	$350,000.00			X	X	X	X	X
Fresno	FRE500391	2 LU to 4 LD	Marks	Jensen to Whitesbridge	$3,000,000.00				X	X	X	X
Fresno	FRE500389	2 LU to 4 LD	Marks	McKinley to Parkway	$1,900,000.00				X	X	X	X
Fresno	FRE500390	2 LU to 4 LD	Marks	Neilsen to McKinley	$2,400,000.00				X	X	X	X
Fresno	FRE500392	2 LU to 4 LU	Marks	North to Jensen	$1,300,000.00						X	X
Clovis	FRE500394	2 LU to 6 LD	McCall	Bullard to Herndon	$7,000,000.00							X
Clovis	FRE500393	2 LU to 6 LD	McCall	Griffith to Shaw	$9,000,000.00							X
Clovis	FRE500395	2 LU to 6 LD	McCall	Shaw to Bullard	$7,000,000.00							X
Clovis	FRE500396	Unconstructed to 6 LD	McCall	Herndon to Shepherd	$17,000,000.00							X
Fresno	FRE500397	2 LU to 4 LD widen SR 99 bridge	McKinley	Grantland to Golden State	$15,000,000.00						X	X
Fresno	FRE500398	Unconstructed to 4 LU	McKinley	Sunnyside to Fowler	$2,000,000.00						X	X
Fresno County	FRE500399	2 LU to 4 LD	Millerton	Friant to Table Mountain	$31,950,000.00			X	X	X	X	X
Fresno County	FRE500400	2 LU to 4 LD	Millerton Road	Table Mountain Rd to Auberry Road	$8,340,000.00							X
Fresno	FRE111362	Monterey Bridge-Broadway to Golden State, Demolition. (Measure C Project G in the Urban Regional Program)	Monterey Bridge	Broadway to Golden State	$1,602,000.00	X	X	X	X	X	X	X
Fresno County	FRE092517	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	$24,064,000.00		X	X	X	X	X	X
Caltrans	FRE111352	American Ave @ SR 99-Interchange Improvements	N/A	Interchange Cross Streets:American Ave & SR 99	$10,385,000.00							X
Caltrans	FRE500521	Improve interchange	N/A	Interchange Cross Streets:SR 99 & Shaw	$86,000,000.00							X
Caltrans	FRE111351	Interchange Improvements	N/A	Interchange Cross Streets:I5 & SR 198	$18,236,000.00							X

REGIONALLY SIGNIFICANT PROJECTS

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AGENCY	TIP/RTP PROJECT ID	TYPE OF IMPROVEMENT	FACILITY NAME/ROUTE	PROJECT LIMITS	ESTIMATED TOTAL COST	2012	2014	2017	2020	2023	2025	2035
Caltrans	FRE111355	North/Cedar/SR 99-Improve Interchange	N/A	North Ave to Cedar	$81,605,000.00							X
Caltrans	FRE500520	Replace bridge structures and widen Floral	N/A	Interchange Cross Streets:SR 99 & SR 43	$10,000,000.00							X
Caltrans	FRE500518	Upgrade Interchange	N/A	Interchange Cross Streets:Central & Chestnut	$72,500,000.00							X
Fresno	FRE111353	Widen Undercrossing to 5 LN	N/A	Intersection Herndon Ave to SR 99	$26,365,000.00							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	$45,000,000.00				X	X	X	X
Clovis	FRE500407	2 LU to 4 LD	Nees	Temperance to Locan	$3,000,000.00			X	X	X	X	X
Clovis	FRE500410	2 LU to 4 LD Complete incomplete portions	Nees	Clovis to Fowler	$4,000,000.00				X	X	X	X
Clovis	FRE500412	2 LU to 4 LD complete incomplete portions	Nees	Fowler to Armstrong	$2,500,000.00				X	X	X	X
Clovis	FRE500409	2 LU to 4 LD Complete incomplete portions	Nees	Sunnyside to Fowler	$2,000,000.00				X	X	X	X
Clovis	FRE500411	3 LD to 4 LD	Nees	Minnewawa to Clovis	$993,000.00				X	X	X	X
Clovis	FRE500408	3 LD to 4 LD	Nees	Armstrong to Temperance	$500,000.00			X	X	X	X	X
Clovis	FRE500406	3 LU to 4 LD	Nees	Cindy to Chapel Hill	$200,000.00			X	X	X	X	X
Clovis	FRE500413	Unconstructed to 4 LD	Nees	Locan to Alluvial Alignment	$3,000,000.00				X	X	X	X
Fresno	FRE500567	3 LU to 4 LD	Nees	Maple to Willow	$800,000.00			X	X	X	X	X
Clovis	FRE090603	Center travel lane improvements, 2 LU to 2LU with 2WLTL on Nees Avenue from Sunnyside to Armstrong Avenues	Nees Ave	Sunnyside to Armstrong	$603,400.00		X	X	X	X	X	X
Clovis	FRE111374	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	$561,700.00		X	X	X	X	X	X
Fresno	FRE500422	2 LU to 4 LD	North	Walnut to Hwy 41	$2,500,000.00				X	X	X	X
Fresno	FRE500481	2 LU to 4 LD, improve SR 99 interchange	North	Orange to Cedar	$12,500,000.00							X
Fresno	FRE500418	2 LU to 4 LU	North	Cedar to Chestnut	$1,500,000.00				X	X	X	X
Fresno	FRE500491	Additional SB off lane and dual lefts on Divisadero at NB on ramp	On/Off Ramps	Intersection SR 41 to Divisadero	$2,000,000.00				X	X	X	X
Fresno	FRE500431	2 LU to 4 LD	Peach	Kings Canyon to Belmont	$10,000,000.00			X	X	X	X	X

REGIONALLY SIGNIFICANT PROJECTS

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AGENCY	TIP/RTP PROJECT ID	TYPE OF IMPROVEMENT	FACILITY NAME/ROUTE	PROJECT LIMITS	ESTIMATED TOTAL COST	2012	2014	2017	2020	2023	2025	2035
Fresno	FRE092520	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	$15,685,000.00		X	X	X	X	X	X
Fresno	FRE111316	Widen Peach, Jensen to Butler to 4 Lanes (Measure C Project I2 in the Urban Regional Program)	Peach Ave	Jensen to Butler	$9,393,000.00		X	X	X	X	X	X
Fresno	FRE500437	2 LD to 4 LD	Polk	Olive to McKinley	$500,000.00			X	X	X	X	X
Fresno	FRE500440	2 LU to 4 LD	Polk	McKinley to Shields	$1,000,000.00						X	X
Fresno	FRE500441	2 LU to 4 LD	Polk	Shields to Gettysburg	$1,500,000.00						X	X
Fresno	FRE500439	2 LU to 4 LD	Polk	Gettysburg to Shaw	$5,000,000.00			X	X	X	X	X
Fresno	FRE500438	Unconstructed to 4 LD	Polk	Olive to Belmont	$1,000,000.00			X	X	X	X	X
Fresno County	FRE500569	2 LD to 4 LD	Reed	Reedley City Limit(South ave.) to Goodfellow	$6,000,000.00							X
Reedley	FRE070615	Reed Avenue Reconstruction and Widening 2 LU to 4 LD from I Street to South Avenue.	Reed Ave	I street to South Ave	$2,856,446.00		X	X	X	X	X	X
Clovis	FRE500444	4 LU to 6 LD	Shaw	Carson to Locan	$850,000.00	X	X	X	X	X	X	X
Clovis	FRE111326	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	$5,168,000.00				X	X	X	X
Clovis	FRE092506	Shaw Ave.: Between Clovis Ave. and Temperance Ave.; widen from 4 LD to 6 LD.	Shaw	Clovis to Temperance	$311,100.00	X	X	X	X	X	X	X
Clovis	FRE111325	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	$1,934,000.00			X	X	X	X	X
Fresno	FRE500591	2 LU to 4 LD	Shaw	Garfield to Veterans Blvd	$1,000,000.00							X
Fresno	FRE500482	2 LU to 6 LD	Shaw	Veterans Blvd to Golden State	$4,000,000.00							X
Fresno	FRE500447	4 LD to 6 LD	Shaw	SR 99 to Brawley	$2,000,000.00						X	X
Fresno County	FRE500448	2 LU to 4 LD	Shaw	McCall to Academy	$10,000,000.00							X

REGIONALLY SIGNIFICANT PROJECTS

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AGENCY	TIP/RTP PROJECT ID	TYPE OF IMPROVEMENT	FACILITY NAME/ROUTE	PROJECT LIMITS	ESTIMATED TOTAL COST	2012	2014	2017	2020	2023	2025	2035
Clovis	FRE111339	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	$5,168,000.00				X	X	X	X
Clovis	FRE500492	2 LU to 3 LD	Shepherd	Clovis to Fowler	$3,600,000.00				X	X	X	X
Clovis	FRE500493	2 LU to 4 LD	Shepherd	Tollhouse to Del Rey	$12,000,000.00							X
Clovis	FRE500496	3 LD to 4 LD	Shepherd	Temperance to Dewolf	$2,000,000.00						X	X
Clovis	FRE500498	3 LD to 4 LD	Shepherd	Clovis to Fowler	$5,412,000.00						X	X
Clovis	FRE500499	3 LD to 4 LD	Shepherd	Fowler to Armstrong	$1,000,000.00						X	X
Clovis	FRE500500	3 LU to 4 LD	Shepherd	Armstrong to Temperance	$1,000,000.00						X	X
Clovis	FRE500494	3 LU to 4 LD	Shepherd	Willow to Clovis	$3,000,000.00				X	X	X	X
Fresno	FRE500495	2 LD to 4 LD	Shepherd	Chestnut to Willow	$500,000.00				X	X	X	X
Fresno	FRE500497	2 LU to 4 LD	Shepherd	Cedar to Maple	$500,000.00				X	X	X	X
Fresno	FRE500504	2 LU to 4 LD	Shields	Grantland to Cornelia	$2,500,000.00						X	X
Fresno	FRE500503	2 LU to 4 LD	Shields	Sunnyside to Fowler	$1,000,000.00			X	X	X	X	X
Fresno	FRE500502	2 LU to 4 LD	Shields	Cornelia to Parkway	$3,000,000.00	X	X	X	X	X	X	X
Kingsburg	FRE500507	2 LU to 4 LU	Simpson Street	Stroud Ave. to Sierra St.	$800,000.00				X	X	X	X
Caltrans	FRE500514	2 Lane on New E-W Alignment	SR 180 W	I-5 to Junction SR 33/SR180	$223,000,000.00							X
Caltrans	FRE500513	Passing Lanes	SR 180 W	James to Yuba	$10,621,000.00				X	X	X	X
Caltrans	FRE500570	Add 1 NB Auxiliary Lane	SR 41	Ashlan to Shaw	$7,000,000.00							X
Caltrans	FRE500516	Add NB Auxiliary Lanes	SR 41	O Street to Shields	$19,500,000.00							X
Fresno	FRE500467	Update closed bridge structure Closed 6 LD to Open 4 LD	SR99 @ Montery St Bridge	Broadway to Golden State	$1,800,000.00	X	X	X	X	X	X	X
Clovis	FRE500483	2 LU to 4 LD	Temperance	Bullard to Herndon	$4,123,000.00			X	X	X	X	X
Clovis	FRE090602	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	$603,500.00			X	X	X	X	X
Fresno	FRE500526	2 LU to 6 LD	Temperance	Belmont to Dakota	$8,000,000.00						X	X
Fresno	FRE500527	2 LU to 6 LD	Temperance	Jensen to Belmont	$10,000,000.00						X	X

REGIONALLY SIGNIFICANT PROJECTS

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AGENCY	TIP/RTP PROJECT ID	TYPE OF IMPROVEMENT	FACILITY NAME/ROUTE	PROJECT LIMITS	ESTIMATED TOTAL COST	2012	2014	2017	2020	2023	2025	2035
Clovis	FRE092510	Temperance Ave.: Between Nees Ave. and Lexinton Ave.; widen from 3 LD to 4 LD. (part of Measure C Project E3 in the Urban Regional Program-split between FRE's 092510 and 092511)	Temperance Ave	Nees Ave to Lexington Ave	$883,500.00			X	X	X	X	X
Clovis	FRE092509	Temperance Ave: From Enterprise Canal to south of Nees; widen from 3 LD to 4 Lane Divided Expressway/Arterial, Traffic Signal (Measure C Project E1 in the Urban Regional Program)	Temperance Ave	Enterprise Canal to Nees Ave	$1,507,000.00			X	X	X	X	X
Clovis	FRE092511	Temperance Ave: From Shepherd to Heritage Lane; Widen to 4LN Divided, Traffic Signal, ROW, curb & gutter, sidewalk, street lights, landscaping (part of Measure C Project E3 in the Urban Regional Program-split between FRE's 092510 and 092511)	Temperance Ave	Shepherd to Heritage Lane	$883,500.00			X	X	X	X	X
Clovis	FRE111310	Widen to 4LN Divided Expressway/Arterial; Traffic Signal	Temperance Ave	North of Sierra to South of Sierra	$1,091,000.00		X	X	X	X	X	X
Clovis	FRE500468	2 LU to 3 LU W/2WLTL	Tollhouse	Locan to Shepherd	$10,000,000.00						X	X
Clovis	FRE500529	2 LU to 4 LU	Tollhouse	Third to Herndon	$410,000.00				X	X	X	X
Fresno	FRE111312	Widen to 4 LN Divided Arterial (Measure C Project F in the Urban Regional Program)	Ventura	SR 41 to SR 99	$6,338,000.00		X	X	X	X	X	X
Fresno	FRE500562	New 4 LD Superarterial	Veterans Blvd	Bullard-Bryan to Herndon	$4,500,000.00				X	X	X	X
Fresno	FRE500561	New 4 LD Superarterial	Veterans Blvd	Shaw to Barstow	$5,500,000.00				X	X	X	X
Fresno	FRE500536	Unconstructed to 6 LD	Veterans Blvd	Gettyburg to Shaw	$3,000,000.00							X
Fresno	FRE111328	Veterans Blvd Barstow to Bullard-Bryan. New 6 LD Super Arterial, Freeway Interchange & Grade Seperation @ SR 99	Veterans Blvd	Barstow to Bullard-Bryan	$153,252,520.00					X	X	X
Fresno	FRE500537	Widen from 4 LD to 6 LD	Veterans Blvd	Shaw to Barstow	$1,100,000.00							X
Fresno	FRE500535	Widen from 4 LD to 6 LD	Veterans Blvd	Bullard-Bryan to Herndon	$1,100,000.00						X	X

REGIONALLY SIGNIFICANT PROJECTS

		PROJECT DESCRIPTION				CONFORMITY ANALYSIS YEAR (project open to traffic)						
AGENCY	TIP/RTP PROJECT ID	TYPE OF IMPROVEMENT	FACILITY NAME/ROUTE	PROJECT LIMITS	ESTIMATED TOTAL COST	2012	2014	2017	2020	2023	2025	2035
Fresno	FRE111329	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	$14,417,000.00					X	X	X
Fresno	FRE500543	2 LU to 4 LD	Weber	Marty to Clinton	$3,000,000.00							X
Fresno	FRE500542	2 LU to 4 LD	Weber	Belmont to Olive	$1,000,000.00							X
Fresno	FRE500546	2 LU to 4 LD	West	Jensen to Kearney	$3,000,000.00				X	X	X	X
Fresno	FRE500547	2 LU to 4 LU	West	Kearney to Whitesbridge	$900,000.00				X	X	X	X
Fresno	FRE500548	2 LU to 4 LD	Whitesbridge	State Rt 180 E/O Brawley to Valentine	$500,000.00				X	X	X	X
Fresno	FRE500549	2 LU to 4 LD	Whitesbridge	Valentine to West	$3,000,000.00				X	X	X	X
Clovis	FRE111303	Outside travel Ln on East side; curb & gutter, sidewalk, street lights, median curb, landscaping (Measure C Project D3 in the Urban Regional Program)	Willow	Alluvial to 1/8 mile North of Alluvial	$693,000.00			X	X	X	X	X
Fresno	FRE500065	2 LD to 6 LD	Willow	Shepherd Ave to Copper	$3,000,000.00			X	X	X	X	X
Fresno	FRE500452	2 LD to 6 LD	Willow	Nees to Powers	$1,000,000.00		X	X	X	X	X	X
Fresno	FRE070609	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	$4,079,900.00		X	X	X	X	X	X
Fresno County	FRE500559	2 LU to 4 LD	Willow	Copper to Friant	$3,112,500.00							X
Fresno County	FRE500558	2 LU to 6 LD East (County Side Only)	Willow (County Side Only)	Shepherd to Copper	$3,112,500.00							X
Clovis	FRE111342	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	$1,985,500.00				X	X	X	X

REGIONALLY SIGNIFICANT PROJECTS

		PROJECT DESCRIPTION				CONFORMITY ANALYSIS YEAR (project open to traffic)						
AGENCY	TIP/RTP PROJECT ID	TYPE OF IMPROVEMENT	FACILITY NAME/ROUTE	PROJECT LIMITS	ESTIMATED TOTAL COST	2012	2014	2017	2020	2023	2025	2035
Clovis	FRE111341	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	$1,985,500.00				X	X	X	X
Clovis	FRE111340	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	$1,985,500.00				X	X	X	X
Clovis	FRE500757	Complete widening to 6 LD where needed and add bike lanes	Willow Avenue	Barstow to Copper Ave	$230,000.00			X	X	X	X	X
Clovis	FRE111332	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	$1,985,500.00				X	X	X	X
Fresno	FRE111308	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	$1,804,000.00	X	X	X	X	X	X	X
Fresno	FRE111306	Widen to 3 SB lanes (Measure C Project D6 in the Urban Regional Program)	Willow Avenue	Shepherd Ave to Copper Ave	$714,000.00			X	X	X	X	X
Fresno	FRE111307	Widen to 3 SB Lanes (Measure C Project D7 in the Urban Regional Program)	Willow Avenue	Herndon Ave to Alluvial Ave	$1,609,000.00		X	X	X	X	X	X
TOTAL					$1,929,408,903.00							

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

Description			Estimated Cost							
Type of Improvement	Facility Name/Route	Project Limits		2012	2014	2017	2020	2023	2025	2035

NONE

APPENDIX C

CONFORMITY ANALYSIS DOCUMENTATION

Fresno COG 2013 Conformity

Variable	Source	2014	2017	2020	2023	2025	2035	
EDP	EMFAC 2007	629,704	670,385	713,704	756,106	785,770	946,774	
EVMT	EMFAC 2007	24,936,316	26,570,020	28,198,100	29,650,982	30,692,546	36,712,772	
MVMT	TPA Model	25184405	26864021	28261340	30439670	31625553	37800898	<=Enter Modeled Daily VMT Here
N	Calculated	635,969	677,803	715,305	776,218	809,656	974,835	<= Read New Vehicle Population Here

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

EMFAC Emissions (tons/day)

FRESNO

Pollutant	Source	Description	2014	2017	2020	2023	2025	2035
Carbon Monoxide	EMFAC 2007 (Winter Run)	CO Total Exhaust (All Vehicles Total)		83.88			59.18	53.65
		Conformity Total		84			59	54
Ozone	EMFAC 2007 (Summer Run)	ROG Total Exhaust (All Vehicles Total)	12.82	10.98	9.61	8.97	8.58	7.48
	Existing Local Reductions	Rule 9310 (School Buses)	0.00	0.00	0.00	0.00	0.00	0.00
	Existing State Reductions	Carl Moyer Program & AB 1493 GHG Standards	0.01	0.01	0.00	0.01	0.01	0.01
	New/Proposed Local Reductions	Rule 9410 (Employer Based Trip Reduction)	0.29	0.20	0.27	0.25	0.25	0.25
	New/Proposed State Reductions	Smog Check, RFG & Truck Model	2.10	1.68	1.16	0.88	0.88	0.88
		Conformity Total	10.42	9.09	8.18	7.83	7.44	6.34
Ozone	EMFAC 2007 (Summer Run)	NOx Total Exhaust (All Vehicles Total)	40.23	31.96	25.91	22.63	21.02	18.44
	Existing Local Reductions	Rule 9310 (School Buses)	0.05	0.13	0.11	0.10	0.10	0.10
	Existing State Reductions	Carl Moyer Program & AB 1493 GHG Standards	0.10	0.07	0.00	0.01	0.01	0.01
	New/Proposed Local Reductions	Rule 9410 (Employer Based Trip Reduction)	0.27	0.22	0.18	0.15	0.15	0.15
	New/Proposed State Reductions	Smog Check & Truck Model	10.29	9.42	7.96	9.15	9.15	9.15
		Conformity Total	29.52	22.12	17.66	13.22	11.61	9.03
PM-10	EMFAC 2007 (Annual Run)	PM-10 Total (All Vehicles Total) * includes tire & brake wear			1.88		1.89	2.10
	ARB	Existing Reflash, Idling, and Moyer (HDI, PFR, Moyer, AB1493, Relfash)			0.02		0.02	0.02
		Conformity Total			1.86		1.87	2.08
PM-10	EMFAC 2007 (Annual Run)	NOx Total Exhaust (All Vehicles Total)			25.83		20.91	18.31
	ARB	Existing Reflash, Idling, and Moyer (HDI, PFR, Moyer, AB1493, Relfash)			2.73		2.73	2.73
		Conformity Total			23.10		18.18	15.58
PM2.5	EMFAC 2010 (Annual Run)	PM2.5 Total Exhaust (All Vehicles Total) * includes tire & brake wear	1.61	1.42			1.25	1.35
	Existing Local Reductions	Rule 9310 (School Buses)	0.01	0.01			0.01	0.01
	Existing State Reductions	Carl Moyer Program & AB 1493 GHG Standards	0.01	0.01			0.02	0.02
	New/Proposed State Reductions	Smog Check & Truck Model	0.56	0.54			0.1	0.03
		Conformity Total	1.00	0.90			1.10	1.30
PM2.5	EMFAC 2010 (Annual Run)	NOx Total Exhaust (All Vehicles Total)	40.16	31.88			20.91	18.31
	Existing Local Reductions	Rule 9310 (School Buses)	0.13	0.27			0.25	0.22
	Existing State Reductions	Carl Moyer Program & AB 1493 GHG Standards	0.08	0.07			0.01	0.01
	New/Proposed State Reductions	Smog Check & Truck Model	9.07	10.91			7.41	5.46
		Conformity Total	30.90	20.60			13.20	12.60

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	10,211,364	3,727	284.788	276.974	0.759	0.075	0.702
Enter Arterial VMT ==>		Arterial	13,078,656	4,774	606.968	590.315	1.617	0.282	1.161
Enter Collector VMT ==>		Collector	2,888,964	1,054	134.074	130.395	0.357	0.407	0.212
		Urban	1,328,543	485	461.916	449.242	1.231	0.324	0.832
Enter Total of Urban and Rural		Rural	753,813	275	1133.741	1102.634	3.021	0.090	2.749
Local VMT Here =>	2,082,356								
		Totals	28,261,340	10,315	2621.488	2549.560	6.985		5.656

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	11,340,755	4,139	316.286	307.608	0.843	0.075	0.780
Enter Arterial VMT ==>		Arterial	14,668,608	5,354	680.757	662.078	1.814	0.282	1.302
Enter Collector VMT ==>		Collector	3,299,838	1,204	153.142	148.941	0.408	0.407	0.242
		Urban	1,477,833	539	513.822	499.724	1.369	0.324	0.926
Enter Total of Urban and Rural		Rural	838,519	306	1261.140	1226.537	3.360	0.090	3.058
Local VMT Here =>	2,316,352								
		Totals	31,625,553	11,543	2925.147	2844.888	7.794		6.307

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	13,139,633	4,796	366.456	356.401	0.976	0.075	0.903
Enter Arterial VMT ==>		Arterial	17,716,537	6,467	822.208	799.649	2.191	0.282	1.573
Enter Collector VMT ==>		Collector	4,139,201	1,511	192.097	186.826	0.512	0.407	0.304
		Urban	1,789,926	653	622.333	605.257	1.658	0.324	1.121
Enter Total of Urban and Rural		Rural	1,015,601	371	1527.472	1485.562	4.070	0.090	3.704
Local VMT Here =>	2,805,527								
		Totals	37,800,898	13,797	3530.565	3433.695	9.407		7.604

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

DO NOT CHANGE ANY ITEMS BELOW THIS LINE

FRESNO

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

Road Construction Dust

FRESNO

Description						
	2020		2025		2035	
	Year	Lane Miles	Year	Lane Miles	Year	Lane Miles
Baseline	2005	5911	2020	6602	2025	6833
Horizon	2020	6,602	2025	6,833	2035	7,020
Difference	15	691	5	231	10	187
Lane Miles per Year		46		46		19
Acres Disturbed		179		179		73
Acre-Months		3216		3226		1306
Emissions (tons/year)		353.792		354.816		143.616
Annual Average Day Emissions (tons)		0.969		0.972		0.393
District Rule 8021 Control Rates		0.290		0.290		0.290
Total Emissions (tons per day)		**0.688**		**0.690**		**0.279**

PM10 Emission Trading Worksheet

FRESNO CONFORMITY ESTIMATES (tons/day)

	2020		2025		2035	
	PM10	NOx	PM10	NOx	PM10	NOx
Total On-Road Exhaust	1.860	23.100	1.870	18.180	2.080	15.580
Paved Road Dust	5.656		6.307		7.604	
Unpaved Road Dust	0.596		0.596		0.596	
Road Construction Dust	0.688		0.690		0.279	
Total	**8.800**	**23.100**	**9.463**	**18.180**	**10.559**	**15.580**

Difference (2020 Budget - 2020)

	PM10	NOx
2020 Budgets	16.1	23.2
2020	8.8	23.1
Difference	**7.3**	**0.1**
* 1.5 (Adjustment to NOx Budget)	-11.0	

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

Difference (2020 Budget - 2025)

	PM10	NOx
2020 Budgets	16.1	23.2
2025	9.5	18.2
Difference	**6.6**	**5.0**
* 1.5 (Adjustment to NOx Budget)	-9.9	

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

Difference (2020 Budget - 2035)

	PM10	NOx
2020 Budgets	16.1	23.2
2035	10.6	15.6
Difference	**5.5**	**7.6**
* 1.5 (Adjustment to NOx Budget)	-8.3	

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

1:1.5 PM10 to NOx Trading

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

Adjusted 2020 Budget	**N/A**	**N/A**
2020 Conformity Total	**8.8**	**23.1**
Difference	**N/A**	**N/A**

NOTE: TRADING NOT NECESSARY

Adjusted 2020 Budget	**N/A**	**N/A**
2025 Conformity Total	**9.5**	**18.2**
Difference	**N/A**	**N/A**

NOTE: TRADING NOT NECESSARY

Adjusted 2020 Budget	**N/A**	**N/A**
2035 Conformity Total	**10.6**	**15.6**
Difference	**N/A**	**N/A**

NOTE: TRADING NOT NECESSARY

PM2.5 Emission Trading Worksheet

FRESNO CONFORMITY ESTIMATES (tons/day)

	2017		2025		2035	
	PM2.5	NOx	PM2.5	NOx	PM2.5	NOx
Total On-Road Exhaust	0.90	20.60	1.10	13.20	1.30	12.60

Difference (2014 Budget - 2017)

	PM2.5	NOx
2014 Budgets	1.1	31.4
2017	0.9	20.6
Difference	**0.2**	**10.8**
* 9 (Adjustment to NOx Budget)	-1.8	

NOTE: IF PM25 DIFFERENCE IS NEGATIVE, IMPLEMENT TRADING BELOW; IF NOT, INSERT RESULTS DIRECTLY INTO TOTALS SHEET

Difference (2014 Budget - 2025)

	PM2.5	NOx
2014 Budgets	1.1	31.4
2025	1.1	13.2
Difference	**0.0**	**18.2**
* 9 (Adjustment to NOx Budget)	0.0	

NOTE: IF PM25 DIFFERENCE IS NEGATIVE, IMPLEMENT TRADING BELOW; IF NOT, INSERT RESULTS DIRECTLY INTO TOTALS SHEET

Difference (2014 Budget - 2035)

	PM2.5	NOx
2014 Budgets	1.1	31.4
2035	1.3	12.6
Difference	**-0.2**	**18.8**
* 9 (Adjustment to NOx Budget)	1.8	

NOTE: IF PM2.5 DIFFERENCE IS NEGATIVE, IMPLEMENT TRADING BELOW; IF NOT, INSERT RESULTS DIRECTLY INTO TOTALS SHEET

1:9 PM2.5 to NOx Trading

	PM2.5	NOx
2014 Budget	**1.1**	**31.4**

Adjusted 2017 Budget	**N/A**	**N/A**
2017 Conformity Total	**0.9**	**20.6**
Difference	**N/A**	**N/A**

NOTE: TRADING NOT NECESSARY

Adjusted 2025 Budget	**N/A**	**N/A**
2025 Conformity Total	**1.1**	**13.2**
Difference	**N/A**	**N/A**

NOTE: TRADING NOT NECESSARY

Adjusted 2035 Budget	**1.3**	**29.6**
2035 Conformity Total	**1.3**	**12.6**
Difference	**0.0**	**17.0**

NOTE: FINAL DIFFERENCE MUST BE POSITIVE

2013 Conformity Results Summary-Fresno

Pollutant	Scenario	Emissions Total		DID YOU PASS?
		CO (tons/day)		CO
Carbon Monoxide	2010 Budget	240		
	2017	84		YES
	2018 Budget	240		
	2018	81		YES
	2025	59		YES
	2035	54		YES

		ROG (tons/day)	NOx (tons/day)		ROG	NOx
Ozone	2014 Budget	10.7	30.0			
	2014	10.4	29.5		YES	YES
	2017 Budget	9.3	22.6			
	2017	9.1	22.1		YES	YES
	2020 Budget	8.3	17.7			
	2020	8.2	17.7		YES	YES
	2023 Budget	8.0	13.5			
	2023	7.8	13.2		YES	YES
	2025	7.4	11.6		YES	YES
	2035	6.3	9.0		YES	YES

		PM-10 (tons/day)	NOx (tons/day)		PM-10	NOx
PM-10	2020 Budget	16.1	23.2			
	2020	8.8	23.1		YES	YES
	2020 Budget	16.1	23.2			
	2025	9.5	18.2		YES	YES
	2020 Budget	16.1	23.2			
	2035	10.6	15.6		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	30.9		YES	YES
	2014 Budget	1.1	31.4			
	2017	0.9	20.6		YES	YES
	2014 Budget	1.1	31.4			
	2025	1.1	13.2		YES	YES
	Adjusted 2014 Budget	1.3	29.6			
	2035	1.3	12.6		YES	YES

5/14/2012

APPENDIX D

TIMELY IMPLEMENTATION DOCUMENTATION FOR TRANSPORTATION CONTROL MEASURES

Council of Fresno County Governments
Timely Implementation Documentation

RACM Commitment	Agency	Commitment Description	Commitment Schedule	Commitment Funding	TIP	TIP Project ID	Project Description	Implementation Status (as of 01/11)	2013 Conformity Update (as of 4/12)
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	Construction begun, completion anticipated end of 2011	Delays due to originally funded with TCRP(State funding issues). New funding located- local tax measure funding used. Construction begun, completion anticipated end of 2012/early 2013
							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

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		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
		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

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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
							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

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		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
		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

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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)	After design was completed, Caltrans requested alignment change; delay to be resolved with completion anticipated end of 2012	The post design alignment change requested by Caltrans caused delay; additional costs; completion anticipated end of 2014.
		SR269 Improvements			2002	FRE021001	SHOPP Lump-Sum Account Non-Capacity Increasing Projects: (Safety; Roadway/Roadside Rehab.; Damage Restoration; Operations & SHOPP TEA)	Complete	Complete
FR 9.2/9.3/9.5/10.4/10.5/10.6/TCM4/19.18	Huron	Pedestrian improvements for L Street and SR 269	not specified	TEA	2000	FRE001811	"L" Street Landscaped Bike & Pedestrian Pathway	Complete	Complete
FR 5.2/19.25	Kerman	Construct signal intertie for signals along Madera Avenue	2003	CMAQ	2002/2004	FRE020137	Traffic Signal Interconnect for Four Signals Along Madera Avenue from "E" Street to Whitesbridge Road. Install Signal at Madera & Stanislaus.	Complete	Complete
FR 5.3/5.4/TCM1	Kingsburg	Intersection improvements at SR 2001 and Draper Street and 18th Avenue	2004	CMAQ	2004	FRE040616	Eliminate 2 of 3 intersections at 18th Ave. and Sierra St., provide turn pockets, & expand park (18th Ave. & Sierra St. intersection improve program)	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	Construction delayed due to rain; anticipated to be complete end of 2011.	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					

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		Parlier (Mendocino to Madsen)			2000	FRE000626	Reconstruct, Widen and Install Curb, Gutter, and Sidewalk on Parlier Ave. (Mendocino Ave. to Newmark Ave.)	Complete	Complete
		Parlier			2000/2002	FRE020144	Construct Bicycle Facility Along E. Parlier Avenue (Madsen to Newmark Avenue)	Complete	Complete
		Bicycle/Pedestrian Program	2002-2003	potential sources identified, including CMAQ			Zediker Ave Sidewalks from Stanislaus St. to Fresno St.	Complete	Complete
							Construct curb access ramps at various locations	On going with TDA funds	On going with TDA funds
							4th Street sidewalk between Fig St. and East End	Complete	Complete
							I St. sidewalk between 4th St. and 3rd St.	Complete	Complete
							Repair broken Sidewalk at various locations	On going with TDA funds	On going with TDA funds
							Install traffic signal @ Parlier Ave. and Madsen Ave.	Complete	Complete
							bike lanes E. Parlier Ave. between Newmark Ave. and Madsen Ave.	Complete	Complete
FR 5.2/19.25	Reedley	Coordination software; install additional signal facilities	2002	Federal	2000	FRE000130	Install traffic signal at "I" Street and Reed Ave. & coordinate equipment from Manning to 11th Street	Complete	Complete
FR 6.1/6.2/TCM6	Reedley	Park and ride lot	2002	Federal	1996/1998/2000	FRE000129	Acquisition & construction of 40-vehicle park & Ride facility for commuters & acquire adjacent abandoned railroad right-of-way	Complete	Complete
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

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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 has been identified as a capacity increasing project (additional travel lanes) that should not be considered applicable per the conformity rule.
FR9.3/9.5/10.4/10.5/10.7/TCM4	Sanger	Bicycle/Ped. Program	ongoing-2004	potential sources identified, including CMAQ			Repair broken Sidewalk at various locations	On going with TDA funds.	On going with TDA funds.
							Bethel Ave. sidewalks between Jensen and Jenni Ave.	Complete	Complete
							Annadale Ave. sidewalks between Academy and Newmark	Complete	Complete
							9th St. sidewalks between Bethel Ave. and Cottle	Complete	Complete
FR 5.2/19.25	Selma	Traffic Signal Interconnect System	not specified	CMAQ	2002	FRE020152	Install Traffic Signals and Provide Interconnection	Complete	Complete
FR 5.3	Selma	Four signal projects	not specified	CMAQ					
		Rose/McCall			2002	FRE020152	Install Traffic Signals and Provide Interconnection	Complete	Complete
		Thompson/Whitson			2002	FRE020152	Install Traffic Signals and Provide Interconnection	Complete	Complete
		Thompson/Dinuba			2000	FRE000138	Install Traffic Signal at Intersection of Thompson & Dinuba Avenues	Complete	Complete
		McCall/Barbara			2002	FRE020154	In Selma (At McCall Avenue and Barbara Street Intersection) Install Traffic Signal Interconnect With City Traffic Signal Synchronization System	Complete	Complete
FR 19.18	Selma	Four pedestrian projects	not specified	not specified					

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		Highland Avenue			2000	FRE000635	Improvements to Highland/Gonzales Parkway & signalization of Golden St. State Boulevard/Highland Avenue Intersection - Phase II	Complete	Complete
		Rose			2000	FRE000638	Reconstruct/Repave With AC Overlay on Rose Ave. (McCall Ave. to Country Club Lane)	Complete	Complete
		Second			2001	FRE000640	Various AC Overlays on Eligible Routes	Complete	Complete
		McCall			2001	FRE000637	AC Overlay With Fabric Underlayment (Arrants Street to Dinuba Avenue)	Complete	Complete
FR5.3	Fresno County	Reduce Traffic Congestion at Major Intersections	not specified	not specified			Signal @SR 145 and Belmont Ave.	Complete	Complete
							Signal @ SR 41 and Mt. Whitney Ave.	Complete	Complete
							Grade separation on Chestnut Ave @ Golden State Blvd/UPRR crossing	Complete	Complete
FR 5.9	Fresno County	Bus pullout on Shaw Avenue at Wishon Avenue	not specified	not specified	1996/1998/2000	FRE000140	Construct bus turnouts at four existing bus stops on Shaw Avenue (Palm-Blackstone)	Complete	Complete
FR 9.3/10.4/TCM4	Fresno County	Bicycle/Pedestrian Program and Development of Bicycle Travel Facilities	2002	Local			Class II bikeway on Ashlan between Minnewawa and Clovis	Complete	Complete
							Bikeways on Auberry Road between MP2 and MP4 and at Friant-Kern Canal	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 with Tribal leaders on bike lane on the 4-lane facility for Millerton Road from Friant Road to Sky Harbor Rd. Tribe requests potential widening of Millerton Road which impacts bikeway.	Project is in an environmentally sensitive area, project is next to Indian Gaming Casino, consultation continues with Tribal leaders on bike lane element of overall road project.
FR19.18	Fresno County	Pedestrian Facilities	2002	CDBG, TDA, Safe Routes to Schools			Selma W. Front Street Improvements	Complete	Complete
							Kerman Kearney Plaza Improvements	Complete	Complete
							Parlier Sidewalk Improvements @ Zediker Ave.	Complete	Complete
							Parlier Third Street Improvements	Complete	Complete

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							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.	Scheduled to begin construction 3rd quarter 2011 and finish end of 2011.	Fowler replaced long time City engineering firm; delays; project is priority for the City, constuction summer 2012, completion end of 2012.
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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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.	Difficult ROW and environmental causing delay; completion anticipated end of 2013.	Difficult ROW and environmental causing delay; PS&E completed, authorized for construction; completion anticipated end of 2012.
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

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RACM Commitment	Agency	Measure Title	Measure Description (not verbatim)	Implementation Status (as of 01/11)	2013 Conformity Update (as of 4/12)
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 2010-11 Overall Work Program (OWP). Fresno COG will continue to implement this program.	Program continues; in Work Element 304 of 2012-13 Overall Work Program (OWP)
FR1.1	Clovis / Clovis Transit	Regional Express Bus Program	Review and evaluate travel. Improve and expand system with purchase of new vehicles. Continue to evaluate possible express routes where feasible.	Ongoing. Staff continues to evaluate regional transit services. No need yet identified.	Staff continues to evaluate regional transit services. No need yet identified. Evaluation ongoing.
FR1.2	Clovis / Clovis Transit	Transit Access to Airports	Provide access to Fresno Yosemite International Airport.	Clovis "Roundup" service continues to provide curb-to-curb service for senior and disabled residents from their homes, to and from the airport. Clovis "Stageline" services continues to coordinate with Fresno Area Express to provide regular route service into Fresno Yosemite Airport.	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.
FR5.9	Clovis / Clovis Transit	Bus Pullouts in Curbs for Passenger Loading	Provide bus pullouts as appropriate with new capital improvement or development.	New construction and capital improvement projects are including bus pullouts. Some examples of constructed bus pullouts include locations at Teague and Clovis, Ashlan and Leonard, Clovis and Alluvial, and Gettysburg and Locan.	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.	The city of Clovis has designed and constructed bicycles lanes on State and Federally funded projects where right-of-way and funding allowed. The City will continue to install bicycle facilities with all new development as appropriate.	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.
FR19.5	Clovis / Clovis Transit	Transit Stop Improvements	Provide transit stop improvements, including benches, shelters, and lighting.	Ongoing. Damaged benches have been replaced or repaired. Improvements to bus stops including shelters will continue over the next fiscal years particularly if routes are expanded.	Ongoing. Damaged benches have been replaced or repaired. Improvements to bus stops including shelters will continue over the next fiscal years particularly if routes are expanded.
FR5.4	Coalinga	Site-Specific Transportation Control Measures	Intersection improvements through review of proposed developments.	The City of Coalinga is continuing to review the need for this measure at appropriate locations, but has not identified a specific need at this time.	The City of Coalinga 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.	See Project TID table for specific projects. Private developments are required to install sidewalks as part of the planning and building approval process (Zoning Ordinance).	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).

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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.	See Project TID table.	Project is progressing, see Project TID table for update.
FR1.2	Fresno / Fresno Area Express	Transit Access to Airports	Public transportation to airports. Implementation of this strategy is in effect.	Implementation of this service continues to be in effect.	Service to airport is in effect.
FR5.9	Fresno / Fresno Area Express	Bus Pullouts in Curbs for Passenger Loading	Provide for bus pullouts. Review the need and evaluate benefits of providing bus pullouts for major projects.	All new street construction and capital improvement projects are constructing far side or mid-block bus bays, as feasible per safety and traffic flow, per City of Fresno Public Works standards.	All new street construction and capital improvement projects are constructing far side or mid-block bus bays, as feasible per safety and traffic flow, per City of Fresno Public Works standards.
FR5.16	Fresno / Fresno Area Express	Adaptive traffic signals and signal timing	Adjust traffic timing and install 470 cameras at various traffic signals.	City of Fresno Traffic Engineering staff is adjusting traffic signal timing periodically in response to service requests and as resources are available to improve traffic flow. Additional cameras will be installed through developer traffic signal installations and future ITS grant projects.	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 new traffic signal projects include ITS per City ITS standards.
FR10.2	Fresno / Fresno Area Express	Bike Racks on Buses	Promotes placement of bicycle racks on buses. All 108 buses have installed bus racks.	All buses have installed bike racks. New buses include bike racks.	All buses have installed bike racks. New buses include bike racks.
FR10.4	Fresno / Fresno Area Express	Development of Bicycle Travel Facilities	Accommodate bicycle lanes with new or substantially expanded major street right-of-ways at the time of development.	New development is constructing on-street bike lanes. The City of Fresno has installed several miles of bike lanes in each of the recent FTIP cycles using CMAQ funds in the existing urbanized area (See Project TID table).	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.
FR10.5	Fresno / Fresno Area Express	Expedite Bicycle Projects from RTP	Build out bicycle projects at an accelerated rate.	New development is constructing on-street bike lanes. The City of Fresno has installed several miles of bike lanes in each of the recent FTIP cycles using CMAQ funds in the existing urbanized area (See Project TID table).	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.

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RACM Commitment	Agency	Measure Title	Measure Description (not verbatim)	Implementation Status (as of 01/11)	2013 Conformity Update (as of 4/12)
FR10.7	Fresno / Fresno Area Express	Require inclusion of bicycle lanes on state or federally funded thoroughfare projects.	Provide adequate right-of-way for bike lanes along all major streets to the extent economically and physically feasible, including streets that are improved with Federal or State funds.	New projects are requiring bike lanes on "all" major streets, where feasible. In some instances, physical or other issues may limit the inclusion of bike lanes.	New projects require bike lanes on "all" major streets, where feasible. In some instances, physical or other issues may limit the inclusion of bike lanes.
FR15.2	Fresno / Fresno Area Express	Pedestrian and Bicycle Overpasses Where Safety Dictates	Evaluate the need for pedestrian and bicycle overpasses as the need arises.	Evaluation is on-going as development proposals are received and as traffic patterns change. No need yet identified.	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. Given the small scale of individual projects, it would be overly burdensome to list all projects in the project table. However, FTIP Project FRE021510 includes funding for improvements.	Fresno continues to implement on-going improvements. Given the small scale of individual projects, it would be overly burdensome to list all projects in the project table. However, FTIP Project FRE021510 includes funding for improvements.
FR5.3	Kerman	Reduce Traffic Congestion at Major Intersections	Continue to monitor traffic flows and street congestion and make improvements on an as-needed basis.	See existing project for Commitment 5.2/19.25 on Project TID table.	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.	All development projects are required to make improvements that will conform to the city's general plan.	Development projects are required to make improvements that will conform to Kerman's general plan.
FR9.3	Kerman	Bicycle/Pedestrian Program	Fund high priority bicycle/pedestrian projects in countywide plans.	All new collector streets are striped for Class II bicycle lanes.	Stripping for Class II bicycle lanes is included on all new collector streets.
FR-TCM1	Kerman	Traffic Flow Improvements	Continuously evaluate traffic conditions and plan, program, and implement projects to provide free flowing traffic.	General Plan adopted, the city is evaluating the level of service for all arterials and collectors, is evaluating possible signal at Vineland and Whites Bridge. No need yet identified.	Evaluation of the level of service for all arterials and collectors continues: signal at Vineland and Whites Bridge is warranted and funding obligated FY11/12.
FR9.2	Kingsburg	Encouragement of Pedestrian Travel	Promotion of pedestrian travel. Expanded network of sidewalks and crosswalks to improve pedestrian access.	See Project TID table.	FR 9.2-FRE 040113 (TID Table) complete. Kingsburg continues committment to bike/ped projects using CMAQ funding.

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RACM Commitment	Agency	Measure Title	Measure Description (not verbatim)	Implementation Status (as of 01/11)	2013 Conformity Update (as of 4/12)
FR9.5	Kingsburg	Encouragement of Bicycle Travel	Promotion of pedestrian travel. Capital improvements to increase bicycle use. Build out at an accelerated rate to achieve benefits in time for attainment deadline of 2005.	The City of Kingsburg has striped and signed all of the Class II and II bicycle lanes in our Master Plan. See Project TID table for other specific projects.	Commitment FR9.5 - FRE 040112 (TID Table) complete. Kingsburg has striped and signed all of the Class II and II bicycle lanes in our Master Plan.
FR19.18	Mendota	Pedestrian Facilities	Expanded network of sidewalks and crosswalks to improve pedestrian access.	See Project TID table.	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	First traffic signal installed in Orange Cove in 2009 at Anchor and South Ave. Traffic flows are routinely observed and monitored during field excursions within the City. No additional need yet identified.	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.	See Project TID table. 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.	The City continues to conduct yearly traffic counts at all of its major intersections, monitoring its current level of service. Walkability evaluation and capacity reviews continue. Have incorporated bike facilities in all developments and all federal aid programs.	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.
FR5.4	Reedley	Site-Specific Transportation Control Measures	This measure could include geometric or traffic control improvements at specific congested intersections or at other substandard locations.	The Manning Avenue traffic study mentioned in FR5.3 is completed. 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 its current level of service. No additional need identified at this time.

RACM Commitment	Agency	Measure Title	Measure Description (not verbatim)	Implementation Status (as of 01/11)	2013 Conformity Update (as of 4/12)
FR9.2	Reedley	Encouragement of Pedestrian Travel	Plan, program, and execute projects that encourage both pedestrian and bicycle travel.	See Project TID table.	FR9.2 (TID Table) Complete.
FR10.4	Reedley	Development of Bicycle Travel Facilities	Encourage a variety of capital improvements to increase bicycle use.	The City has included in its subdivision development requirements the construction, donation, and/or fees to go towards and/or actually construct bike and pedestrian facilities above and beyond the typical sidewalks. The construction of a new bike trail along Buttonwillow Avenue from Huntsman to Dinuba Avenues was delayed due to a need for bike path to lay over irrigation ditch; undergrounding ditch part of another federal funded project; completion anticipated end of 2012-need to coordinate with 2 irrigation seasons.	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
FR10.5	Reedley	Expedite Bicycle Projects from RTP	Build out bicycle and pedestrian plan at an accelerated rate to achieve benefits in time for attainment deadline in 2005.	The City has been constructing new facilities as funding allows. The completion of the Bicycle Master Plan will help direct future development of the trail system in the City of Reedley. See Project TID table. The construction of a new bike trail along Buttonwillow Avenue from Huntsman to Dinuba Avenues was delayed due to a need for bike path to lay over irrigation ditch; undergrounding ditch part of another federal funded project; completion anticipated end of 2012-need to coordinate with 2 irrigation seasons.	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
FR10.7	Reedley	Require inclusion of bicycle lanes on state or federally funded thoroughfare projects.	Construction projects that involve state or federal funds shall include provisions for bicycle lanes when practical.	The City is committed to including the installation of bike lanes and the construction of bike trails whenever practical.	The City 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 traffic study of the Manning Avenue corridor and its major intersections has been completed.	The City is conducting yearly traffic counts at all of its major intersections, monitoring its current level of service.
FR-TCM4	Reedley	Bicycle Lanes and Facilities	Fund high priority bicycle/pedestrian projects in countywide plans.	The Reedley Bicycle Master Plan was prepared with the countywide plan in mind and every effort was made to keep and enhance the connectivity of the county plan through the City of Reedley. The City is committed to including the installation of bike lanes and the construction of bike trails whenever practical.	The Reedley Bicycle Master Plan was prepared with the countywide plan in mind and every effort was made to keep and enhance the connectivity of the county plan through the City of Reedley. The City is committed to including the installation of bike lanes and the construction of bike trails whenever practical.
FR-TCM5	Reedley	Alternative Fuels Program	Purchase of additional CNG vans.	The need to purchase more CNG vans has not arisen yet. The city transit vans are currently CNG.	City transit vans are CNG. No additional need identified.
FR19.18	Reedley	Pedestrian Facilities	Expanded network of sidewalks and crosswalks to improve pedestrian access.	See Project TID table.	FR19-8 (TID Table) Complete.

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RACM Commitment	Agency	Measure Title	Measure Description (not verbatim)	Implementation Status (as of 01/11)	2013 Conformity Update (as of 4/12)
FR5.4	Sanger	Site-Specific Transportation Control Measures	Continue to monitor traffic flows and street congestion and make improvements on an as-needed basis.	See existing project for Commitment FR 5.2/19.25/TCM1 in Project TID table. Traffic signal interconnection project completed. The city continues to monitor increasing traffic flows and congestion and identify potential project opportunities.	The city continues to monitor increasing traffic flows and congestion and identify potential project opportunities.
FR9.2	Sanger	Encouragement of Pedestrian Travel	Continue to plan, program, and construct projects that encourage pedestrian travel.	Recently approved a bicycle plan in the City that will allow bicycling to become an alternative and viable mode of transportation. Installed bike paths with BTA grant funds, project near completion. Subdivision projects required to install various pedestrian trails and bike lanes along with parks where applicable. Safe Routes to School grants used to install sidewalks at various locations.	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.
FR5.3	San Joaquin	Reduce Traffic Congestion at Major Intersections	Continue to monitor traffic flows and street congestion and make improvements on an as-needed basis.	The traffic levels in the city of San Joaquin do not cause any congestion. The city will continue to monitor the need for improvements. No need identified at this time.	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.	The general plan update is still in progress. Evaluation of the level of service for all arterials and collectors continues	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.	See Project TID table.	FR9.3 (TID Table) complete.

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RACM Commitment	Agency	Measure Title	Measure Description (not verbatim)	Implementation Status (as of 01/11)	2013 Conformity Update (as of 4/12)
FR5.2	Fresno County	Coordinate Traffic Signal Systems	Installation of hard-wire and fiber-optic signal interconnection.	Fresno County has completed installation of hard-wire and fiber-optic signal interconnection infrastructure on all major signalized corridors under County jurisdiction in the Fresno-Clovis metro area. System operation is dependent on implementation by the City of Fresno following completion of funded FCMA backbone interconnection system, and traffic operations center.	System operation continues to be dependent on implementtion by the City of Fresno. 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.	See Project TID table. 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.	See Project TID table. 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.

Council of Fresno County Governments
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RACM Commitment	Agency	Measure Title	Measure Description (not verbatim)	Implementation Status (as of 01/11)	2013 Conformity Update (as of 4/12)
FR19.5	FCRTA	Transit Stop Improvements	Continue to implement improvements as warranted.	The FCRTA continues to assess the needs for additional bus stop improvements. The Agency has budgeted its Capital Reserve funds to install Bus Stop Shelters as warranted or requested throughout its operating areas. Additional improvements will continue to installed as a further convenience to our patrons. The FCRTA remains committed to pursuing this commitment.	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

NOTICE OF PUBLIC HEARING ON THE
DRAFT 2013 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM,
THE DRAFT 2011 REGIONAL TRANSPORTATION PLAN AMENDMENT NO. 2, AND
CORRESPONDING DRAFT CONFORMITY ANALYSIS

NOTICE IS HEREBY GIVEN that the Fresno Council of Governments will hold a public hearing on June 28, 2012 @ 5:30 PM at the Fresno Council of Government's Sequoia Conference Room; 2035 Tulare Street Suite 201 Fresno, CA 93721 regarding the Draft 2013 Federal Transportation Improvement Program (2013 FTIP), the Draft 2011 Regional Transportation Plan Amendment No. 2 (2011 RTP Amendment No. 2), and corresponding Draft Air Quality Conformity Analysis for the 2013 FTIP and 2011 RTP Amendment No. 2. The purpose of this combined public hearing is to receive public comments on these documents.

- The 2013 FTIP is a near-term listing of capital improvement and operational expenditures utilizing federal and state monies for transportation projects in Fresno County during the next four years.
- The 2011 RTP is a long-term strategy to meet Fresno County's transportation needs out to the year 2035. Amendment No. 2 will add a new City of Fresno street project to the RTP project listing.
- The Conformity Analysis contains the documentation to support a finding that the 2013 FTIP and 2011 RTP Amendment No. 2 meet the air quality conformity requirements for carbon monoxide, ozone and particulate matter.

This public notice also satisfies the program of projects (POP) requirements of the Federal Transit Administration (FTA) Urbanized Area Formula Program, Section 5307. If no comments are received on the proposed POP, the proposed transit program (funded with FTA 5307 dollars) will be the final program.

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

A concurrent 30-day public review and comment period will commence on May 31, 2012 and conclude on July 2, 2012. The draft documents are available for review at the Fresno COG office, located at 2035 Tulare Street Suite 201 Fresno, CA 93721 and on Fresno COG's website at www.fresnocog.org.

Public comments are welcomed at the hearing, or may be submitted in writing by 5 p.m. on July 2, 2012 to Melissa Garza at the address below.

After considering the comments, the documents will be considered for adoption, by resolution, by the Fresno COG Policy Board at a regularly scheduled meeting to be held on July 26, 2012. The documents will then be submitted to state and federal agencies for approval.

Contact Person: Melissa Garza, Associate Regional Planner
2035 Tulare Street Suite 201
Fresno, CA 93721
559-233-4148 ext. 210
mgarza@fresnocog.org

COUNCIL OF FRESNO COUNTY GOV-

ERNMENTS/ATTN: DOTTIE WRIGHT

2035 TULARE ST #201

FRESNO , CA 93721-2004

PROOF OF PUBLICATION

COUNTY OF FRESNO
STATE OF CALIFORNIA

PUBLIC NOTICE

#43513

NOTICE OF PUBLIC HEARING ON THE DRAFT 2013 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM, THE DRAFT 2011 REGIONAL TRANSPORTATION PLAN AMENDMENT NO. 2, AND CORRESPONDING DRAFT CONFORMITY ANALYSIS

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- The 2013 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.
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2035 Tulare Street Suite 201
Fresno, CA 93721
559-233-4148 ext. 210
mgarza@fresnocog.org

(PUBLISHING: May 31, 2012)

FPROOFAD

The undersigned states:

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

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

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

05-31-2012

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

Dated MAY 31, 2012

BEFORE THE
FRESNO COUNCIL OF GOVERNMENTS
RESOLUTION NO. 2012-25

In the Matter of:
2013 FTIP, 2011 RTP AMENDMENT NO. 2, AND CORRESPONDING CONFORMITY ANALYSIS

RESOLUTION IN SUPPORT OF **2013 FTIP, 2011 RTP AMENDMENT NO. 2, AND 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, federal planning regulations require that Metropolitan Planning Organizations prepare and adopt a Federal Transportation Improvement Program (FTIP) for their region; and

WHEREAS, a 2011 Regional Transportation Plan Amendment No. 2 has been prepared in full compliance with federal guidance; and

WHEREAS, a 2011 Regional Transportation Plan Amendment No. 2 has been prepared in accordance with state guidelines adopted by the California Transportation Commission; and

WHEREAS, the 2013 Federal Transportation Improvement Program (2013 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 2013 FTIP program listing is consistent with: 1) the 2011 Regional Transportation Plan Amendment NO. 2; 2) the 2012 State Transportation Improvement Program; and 3) the Corresponding Conformity Analysis; and

WHEREAS, the 2013 FTIP contains the MPO's certification of the transportation planning process assuring that all federal requirements have been fulfilled; and

WHEREAS, the 2013 FTIP meets all applicable transportation planning requirements per 23 CFR Part 450.

WHEREAS, projects submitted in the 2013 FTIP must be financially constrained and the financial plan affirms that funding is available; and

WHEREAS, the 2011 RTP Amendment No. 2 and 2013 FTIP includes a new Conformity Analysis; and

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

WHEREAS, the 2011 RTP Amendment No. 2 and 2013 FTIP do not interfere with the timely implementation of the Transportation Control Measures; and

WHEREAS, the 2011 RTP Amendment No. 2 and 2013 FTIP conforms to the applicable SIPs; and

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

WHEREAS, a public hearing was conducted on June 28, 2012 to hear and consider comments on the 2011 RTP Amendment No. 2, 2013 FTIP, and Corresponding Conformity Analysis;

NOW, THEREFORE, BE IT RESOLVED, that the Fresno Council of Governments adopts the 2011 RTP Amendment No. 2, 2013 FTIP, and Corresponding Conformity Analysis.

BE IT FURTHER RESOLVED that the Fresno Council of Government's finds that the 2011 RTP Amendment No. 2 and 2013 FTIP are in conformity with the requirements of the Federal Clean Air Act Amendments and applicable State Implementation Plans for air quality.

THE FOREGOING RESOLUTION was passed and adopted by the Fresno Council of Governments this 26th day of July 2012.

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

NOES:

ABSTAIN:

ABSENT: Clovis, San Joaquin

ATTEST:

Signed: _____
Vice Chairman

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 26th day of July 2012.

Signed: _____
Executive Director

APPENDIX F

RESPONSE TO PUBLIC COMMENTS

No public comments were received with respect to the Draft Conformity Analysis for the 2013 Federal Transportation Improvement Program (2013 FTIP) and the 2011 Regional Transportation Plan Amendment #2 (RTP Amendment #2).

However, after posting the draft document, the Resolution Number for the Policy Board adoption of the 2013 FTIP, the 2011 RTP Amendment #2 and Corresponding Conformity Analysis was changed from 2012-21 to the correct number 2012-25.