DRAFT 2019 CONFORMITY ANALYSIS FOR THE 2019 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT #6 AND THE 2018 REGIONAL TRANSPORTATION PLAN AMENDMENT #2

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EXECUTIVE SUMMARY

This report presents the Conformity Analysis for the 2019 Federal Transportation Improvement Program Amendment #6 (2019 FTIP Amendment #6) and 2018 Regional Transportation Plan Amendment #2 (2018 RTP Amendment #2). Fresno Council of Governments is the designated Metropolitan Planning Organization (MPO) in Fresno County, California, and is responsible for regional transportation planning.

This analysis demonstrates that the criteria specified in the transportation conformity regulations for a conformity determination are satisfied by the 2019 FTIP Amendment #6 and the 2018 RTP Amendment #2; a finding of conformity is therefore supported. The 2019 FTIP Amendment #6, 2018 RTP Amendment #2, and the 2019 Conformity Analysis were approved by Fresno Council of Government's Executive Director on September 10, 2019. Federal approval is anticipated on or before October 30, 2019. FHWA/FTA last issued a finding of conformity for the 2019 FTIP and the 2018 RTP, as amended if applicable, on May 9, 2019.

The 2019 FTIP Amendment #6 and the 2018 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). Therefore, transportation plans and programs for the nonattainment areas for Fresno County area must satisfy the requirements of the Federal transportation conformity regulation. Note that the urbanized/metropolitan areas of Kern, Fresno,

Stanislaus and San Joaquin Counties have attained the CO standard and maintained attainment for 20 years. In accordance with Section 93.102(b)(4), conformity requirements for the CO standard stop applying 20 years after EPA approves an attainment re-designation request or as of June 1, 2018. Therefore, future conformity analysis for the TIP and RTP no longer include a CO conformity demonstration.

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 ozone, PM-10, and PM2.5.

RESULTS OF THE CONFORMITY ANALYSIS

A regional emissions analysis was conducted for the years 2019, 2020, 2021, 2023, 2026, 2029, 2031, 2037 and 2042 for each applicable pollutant. All analyses were conducted using the latest planning assumptions and emissions models. The major conclusions of Fresno Council of Governments 2019 Conformity Analysis are:

- For 2008 and 2015 8-hour ozone, the total regional on-road vehicle-related emissions (ROG and NOx) associated with implementation of the 2019 FTIP Amendment #6 and the 2018 RTP Amendment #2 for all years tested are projected to be less than the approved emissions budgets specified in the *2018 Updates to the California State Implementation Plan for the San Joaquin Valley* (2018 SIP Update). 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 2019 FTIP Amendment #6 and the 2018 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 (as revised in 2015)*. The conformity tests for PM-10 are therefore satisfied.
- For the 1997 annual and 24-hour and 2012 annual PM2.5 standards, the total regional on-road vehicle-related emissions associated with implementation of the 2019 FTIP Amendment #6 and the 2018 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 the 1997 and 2012 standards are therefore satisfied.
- For the 2006 24-hour PM2.5 standard, the total regional on-road vehicle-related emissions associated with implementation of the 2019 FTIP Amendment #6 and the 2018 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 *2012 PM2.5 Plan (as revised in 2015)*. The conformity tests for PM2.5 for the 2006 standard are therefore satisfied.
- The 2019 FTIP Amendment #6 and the 2018 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 are provided in Chapter 6.

Appendix E includes public hearing documentation conducted on the 2019 FTIP Amendment #6, 2018 RTP Amendment #2 and the 2019 Conformity Analysis on August 21, 2019. 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 2019 Conformity Analysis for and the 2019 FTIP Amendment #6 and 2018 RTP Amendment #2 was prepared based on these criteria and tests. Presented first is a review of the development of the applicable conformity regulation and guidance procedures, followed by summaries of conformity regulation requirements, air quality designation status, conformity test requirements, and analysis years for the Conformity Analysis.

Fresno 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 (FY 2018/19 – 2021/22) programming document for the preservation, expansion, and management of the transportation system. The 2018 RTP has a 2042 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, 2012a). The amendments restructure several sections of the rule so that they apply to any new or revised NAAQS. In addition, several clarifications to improve implementation of the rule were finalized.

On March 6, 2015, EPA published *Implementation of the 2008 National Ambient Air Quality Standards for Ozone: State Implementation Plan Requirements* final rule (effective April 6, 2015), which shifted the San Joaquin Valley 2008 Ozone Standard attainment date from December 31, 2032 to July 20, 2032 (EPA, 2015). EPA's March 2015 ozone implementation rule also revoked the 1997 Ozone Standard for transportation conformity purposes. On February 16, 2018, the U.S. Court of Appeals ruled against parts of the EPA's 2015 Ozone Implementation Rule related to the revocation of the 1997 ozone standard and the relevant "anti-backsliding" requirements. However, according to *Transportation Conformity Guidance for the South Coast II Court Decision*, nonattainment areas with existing 2008 ozone conformity budgets are not required to address the 1997 ozone standards for conformity purposes.

On December 6, 2018, EPA published the *Implementation of the 2015 National Ambient Air Quality Standards for Ozone: Nonattainment Area State Implementation Plan Requirements* final rule, effective February 4, 2019 (EPA, 2018). The rule clarified that nonattainment areas must continue to demonstrate conformity to the 2008 ozone standards.

On August 24, 2016, EPA published its Final Rule titled *Implementing National Ambient Air Quality Standards for Fine Particles: State Implementation Plan Requirements*. According to the implementation rule, areas designated as nonattainment for the 1997 PM2.5 standards, must continue to demonstrate conformity to these standards until attainment (EPA, 2016).

MULTI-JURISDICTIONAL GUIDANCE

EPA reissued Guidance for Transportation Conformity Implementation in Multi-Jurisdictional Nonattainment and Maintenance Areas in July 2012 (EPA, 2012c). This guidance updates and supersedes the July 2004 "multi-jurisdictional" guidance (EPA, 2004a), but does not change the substance of the guidance on how nonattainment areas with multiple agencies should conduct conformity determinations. This guidance applies to the San Joaquin Valley since there are multiple MPOs within a single nonattainment area. The main principle of the guidance is that one regional emissions analysis is required for the entire nonattainment area. However, separate modeling and conformity documents may be developed by each MPO. The Transportation Conformity Guidance for 2015 Ozone NAAQS Nonattainment Areas released in June 2018 incorporates the 2012 Multi-Jurisdictional Guidance by reference.

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 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. In May 2015, the San Joaquin Valley Unified Air Pollution Control District requested ARB to withdraw Rule 9120 from California State Implementation Plan consideration.

In July of 2015, ARB sent a letter to EPA withdrawing Rule 9120 from the California State Implementation Plan. Therefore, EPA can no longer act on the Rule. 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 cannot be approved for the San Joaquin Valley, the Federal transportation conformity rule 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 July 2019 (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. Since EPA has not yet approved EMFAC2017 for conformity use, EMFAC2014 was used in the 2019 Conformity Analysis as documented in Chapter 3. EPA issued a federal register notice on December 14, 2015 formally approving EMFAC2014 for use in conformity determinations.

3) *Timely Implementation of TCMs* — Section 93.113 provides a detailed description of the steps necessary to demonstrate that the 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. The conformity analysis is required to be publicly available and an opportunity for public review and comment is provided. Fresno Council of Governments adopted consultation process and policy for 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.

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. The 2019 Conformity analysis for the 2019 FTIP Amendment #6 and 2018 RTP Amendment #2 includes analyses 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 Standard (NAAQS) for 8-hour ozone (revoked 1997, 2008 and 2015 standards), particulate matter under 2.5 microns in diameter (PM2.5) (1997, 2006 and 2012 standards); and has a maintenance plan for particulate matter under 10 microns in diameter (PM-10). Note that the urbanized/metropolitan areas of Kern, Fresno, Stanislaus and San Joaquin Counties have attained the CO standard and maintained attainment for 20 years. In accordance with Section 93.102(b)(4), conformity requirements for the CO standard stop applying 20 years after EPA approves an attainment re-designation request or as of June 1, 2018. Therefore, future conformity analyses no longer include a CO conformity demonstration.

State Implementation Plans have been prepared to address ozone, PM-10 and PM2.5:

- The 2016 Ozone Plan (2008 standard) was adopted by the Air District on June 16, 2016 and subsequently adopted by ARB on July 21, 2016. EPA found the new ozone budgets adequate on June 29, 2017 (effective July 14, 2017). In response to recent court decisions regarding the baseline RFP year, ARB adopted the revised 2008 ozone conformity budgets as part of the *2018 Updates to the California State Implementation Plan* (2018 SIP Update) on October 25, 2018. EPA found the budgets adequate on March 25, 2019.

- The 2007 PM-10 Maintenance Plan (as revised in 2015) was approved by EPA on July 8, 2016 (effective September 30, 2016).

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

- The 2012 PM2.5 Plan (as revised in 2015) was approved by EPA on August 16, 2016 (effective September 30, 2016).

EPA's March 2015 final rule implementing the 2008 Ozone Standard also revoked the 1997 Ozone Standard for transportation conformity purposes. This revocation became effective April 6, 2015. On February 16, 2018, the U.S. Court of Appeals ruled against parts of the EPA's 2015 Ozone Implementation Rule related to the revocation of the 1997 ozone standard and the relevant "anti-backsliding" requirements. However, according to the *Transportation Conformity Guidance for the South Coast II Court Decision*, nonattainment areas with existing 2008 ozone conformity budgets are not required to address the 1997 ozone standards for conformity purposes.

EPA designated the San Joaquin Valley nonattainment area for the 2008 Ozone Standard, effective July 20, 2012. Transportation conformity applies one year after the effective date (July 20, 2013). Federal approval for the eight SJV MPO's 2008 Ozone standard conformity demonstrations was received on July 8, 2013.

On June 4, 2018 EPA published final designations classifying the San Joaquin Valley as "extreme" nonattainment for 2015 ozone with an attainment deadline of 2038, effective August 3, 2018. Transportation conformity applies one year after the effective date or August 3, 2019. It is important to note that the 2015 ozone standard nonattainment area boundary for the San Joaquin Valley is exactly the same as the nonattainment area boundary for the 2008 ozone standard.

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 began to apply on December 14, 2010. On January 20, 2016 EPA published *Designation of Areas for Air Quality Planning Purposes; California; San Joaquin Valley; Reclassification as Serious Nonattainment for the 2006 PM2.5 NAAQS* finalizing SJV reclassification to Serious nonattainment effective February 19, 2016. Nonattainment areas are required to meet the standard as expeditiously as practicable, but no later than December 31, 2019. 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 PM2.5 standard.

EPA's nonattainment area designations for the new 2012 PM2.5 standards became effective on April 15, 2015. Conformity for a given pollutant and standard applies one year after the effective date (April 15, 2016). It is important to note that the 2012 PM2.5 standards nonattainment area boundary for the San Joaquin Valley are exactly the same as the nonattainment area boundary for the 1997 annual PM2.5 standard.

On July 29, 2016, EPA released its *Final Rule for Implementing National Ambient Air Quality Standards for Fine Particles.* According to the implementation rule, areas designated as nonattainment for the 1997 PM 2.5 standards, must continue to demonstrate conformity to these standards until attainment. In the San Joaquin Valley, the 1997 standards (both 24-hour and annual) continue to apply.

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 ozone, and particulate matter are summarized below.

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

OZONE (2008 AND 2015 STANDARDS)

The San Joaquin Valley currently violates both the 2008 and 2015 ozone standards; thus, the conformity determination includes all corresponding analyses (see discussion under Air Quality Designations Applicable to the San Joaquin Valley above). Under the existing conformity regulations, regional emissions analyses for ozone areas must address nitrogen oxides (NOx) and volatile organic compounds (VOC) precursors. It is important to note that in California, reactive organic gases (ROG) are considered equivalent to and are used in place of volatile organic compounds (VOC).

EPA's final rule implementing the 2008 ozone standard also revoked the 1997 ozone standard for transportation conformity purposes. This revocation became effective April 6, 2015. Current federal guidance does not require 2008 ozone nonattainment areas to address the 1997 ozone standard for conformity purposes.

On March 25, 2019, EPA published a final rule founding the 2008 ozone conformity budgets adequate as contained in the *2018 Updates to the California State Implementation Plan.* The EPA final rule identified both reactive organic gases (ROG) and nitrogen oxides (NOx) subarea budgets in tons per average summer day for each MPO in the nonattainment area.

In accordance with Section 93.109(c)(2) of the conformity rule and the 2015 Ozone Transportation Conformity Guidance, if a 2015 ozone nonattainment area has adequate or approved SIP budgets that address the 2008 ozone standard, it must use the budget test until new 2015 ozone standard budgets are found adequate or approved. It is important to note that the boundaries for the 2015 ozone standard and 2008 ozone standard are identical. In addition, the 2015 Ozone Implementation Rule did not revoke 2008 standard requirements. Consequently, for this conformity analysis, the SJV MPOs will conduct demonstrations for both 2008 and 2015 ozone standards using subarea emissions budgets as established in the *2018 Updates to the California State Implementation Plan.*

The conformity budgets from Table 1 of the March 25, 2019 Federal Register are provided in Table 1-1 below. These budgets will be used to compare to emissions resulting from the 2019 FTIP Amendment #6 and the 2018 RTP Amendment #2.

Table 1-1:
On-Road Motor Vehicle 2008 and 2015 Ozone Standard Emissions Budgets
(summer tons/day)

	2020		2023		2026		2029		2031	
County	**ROG**	**NOx**	**ROG**	**NOx**	**ROG**	**NOx**	**ROG**	**NOx**	**ROG**	**NOx**
Fresno	6.7	23.9	5.5	14.1	4.9	13.2	4.5	12.4	4.2	12.1
Kern (SJV)	5.4	20.9	4.5	14.5	4.2	14.4	4.0	14.3	3.9	14.3
Kings	1.2	4.5	1.0	2.7	0.9	2.6	0.8	2.6	0.8	2.6
Madera	1.5	4.3	1.1	2.7	1.0	2.5	0.9	2.4	0.8	2.3
Merced	2.2	8.8	1.7	6.0	1.5	5.9	1.3	5.6	1.2	5.4
San Joaquin	4.7	11.2	3.9	7.4	3.5	7.0	3.1	6.6	2.8	6.3
Stanislaus	3.1	8.8	2.6	5.6	2.2	4.9	2.0	4.5	1.8	4.3
Tulare	3.0	7.6	2.4	4.6	2.1	4.0	1.8	3.7	1.7	3.5

[(a)] Note that 2008 ozone budgets were established by rounding up each county's emissions totals to the nearest tenth of a ton.

PM-10

The 2007 PM-10 Maintenance Plan (as revised in 2015) was approved by EPA on July 8, 2016 (effective September 30, 2016), which contains motor vehicle emission budgets for PM-10 and NOx, as well as a trading mechanism. Motor vehicle emission budgets are established based on average annual daily emissions. The motor vehicle emissions budget for PM-10 includes regional re-entrained dust from travel on paved roads, vehicular exhaust, travel on unpaved roads, and road construction. The conformity budgets from Table 2 of the August 12, 2016 Federal Register are provided below and will be used to compare emissions for each analysis year.

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 July 8, 2016, which includes continued approval of the trading mechanism.

The trading mechanism will be used only for conformity analyses for analysis years after 2005. To ensure that the trading mechanism does not impact the ability to meet the NOx budget, the NOx

emission reductions available to supplement the PM-10 budget shall only be those remaining after the NOx budget has been met.

Table 1-2:
On-Road Motor Vehicle PM-10 Emissions Budgets
(tons per average annual day)

County	2020[(b)]	
	PM-10	**NOx**
Fresno	7.0	25.4
Kern[(a)]	7.4	23.3
Kings	1.8	4.8
Madera	2.5	4.7
Merced	3.8	8.9
San Joaquin	4.6	11.9
Stanislaus	3.7	9.6
Tulare	3.4	8.4

[(a)]Kern County subarea includes only the portion of Kern County within the San Joaquin Valley Air Basin.
[(b)] Note that EPA did not take action on the 2005 budgets of the 2007 PM10 Maintenance Plan (as revised in 2015). These budgets are not in the timeframe of this conformity analysis.

PM2.5

EPA and FHWA have indicated that areas violating both the annual and 24-hour standards for PM2.5 must address all standards in the conformity determination. The San Joaquin Valley currently violates both the 1997 annual and 24-hour and 2012 annual PM2.5 standards and the 2006 24-hour PM2.5 standards; thus, the conformity determination includes all corresponding analyses (see discussion under Air Quality Designations Applicable to the San Joaquin Valley above).

The 2018 PM2.5 Plan addressing 1997, 2006 and 2012 PM2.5 standards were adopted by the San Joaquin Valley Air District on November 15, 2018 and California Air Resources Board on January 24, 2019 and subsequently submitted for EPA review. Since no new PM2.5 budgets are available at this time, existing budgets in the approved PM2.5 plans will continue to be used as described below.

1997 (24-hour and annual) and 2012 (annual) PM2.5 Standards

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

Federal Register are provided in Table 1-3 below and will be used to compare emissions resulting from the 2019 FTIP Amendment #6 and the 2018 RTP Amendment #2.

In accordance with Section 93.109(i)(3) of the conformity rule, if a 2012 PM2.5 nonattainment area has adequate or approved SIP budgets that address the annual 1997 PM2.5 standards, it must use the budget test until new 2012 PM2.5 standard budgets are found adequate or approved. The attainment year of 2021 will be modeled. For this Conformity Analysis, the SJV will conduct determinations for subarea emission budgets as established in the 2008 PM2.5 (1997 Standard) Plan.

In addition, the final PM2.5 Implementation Rule requires areas designated as nonattainment for the 1997 PM2.5 standards to continue demonstrate conformity to these standards until attainment. In the San Joaquin Valley, the 1997 standards (both 24-hour and annual) continue to apply.

Table 1-3:
On-Road Motor Vehicle 1997 (24-hour and annual) and 2012 (annual) PM2.5 Standard Emissions Budgets
(tons per average annual day)

	2012[(a)]		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

[(a)] 2012 budgets are not in the timeframe of this conformity analysis.

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

The trading mechanism will be used only for conformity analyses for analysis years after 2014. To ensure that the trading mechanism does not impact the ability to meet the NOx budget, the NOx

emission reductions available to supplement the PM-2.5 budget shall only be those remaining after the NOx budget has been met.

As noted above, in accordance with the EPA Transportation Conformity Rule Restructuring Amendments Nonattainment areas allows 2012 PM2.5 areas with adequate or approved 1997 PM2.5 budgets to determine conformity for both NAAQS at the same time, using the budget test.

2006 24-Hour PM2.5 Standard

The 2012 (2006 Standard) PM2.5 Plan was first approved by ARB on January 24, 2013 and the Plan Supplement requesting reclassification to Serious and including revised budgets was approved by ARB on October 24, 2014. EPA proposed approval of the plan on January 13, 2015.

On January 20, 2016, EPA finalized reclassification of the San Joaquin Valley to Serious nonattainment for the 2006 24-hour PM2.5 Standard. On May 18, 2016 EPA published proposed approval of the revised 2012 Plan PM2.5 budgets. Then on August 16, 2016, the 2012 PM2.5 Plan was approved by EPA including the revised conformity budgets and a trading mechanism (effective September 30, 2016).

The 2012 PM2.5 Plan for the 2006 PM2.5 standard (as revised in 2015) contains motor vehicle emission budgets for PM2.5 and NOx established based on average winter 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 the 2012 PM2.5 Plan (as revised in 2015) are provided in Table 1-4 below and will be used to compare emissions resulting from the 2019 FTIP Amendment #6 and the 2018 RTP Amendment #2.

Table 1-4:
On-Road Motor Vehicle 2006 24-Hour PM2.5 Standard Emissions Budgets
(tons per average winter day)

	2017	
County	**PM2.5**	**NOx**
Fresno	1.0	32.1
Kern (SJV)	0.8	28.8
Kings	0.2	5.9
Madera	0.2	6.0
Merced	0.3	11.0
San Joaquin	0.6	15.5
Stanislaus	0.4	12.3
Tulare	0.4	11.2

[(a)] Note that EPA did not take action on the 2014 budgets of the 2012 PM2.5 Plan (as revised in 2015). These budgets are not in the timeframe of this conformity analysis.

The 2012 PM2.5 SIP includes a trading mechanism that allows trading from the motor vehicle emissions budget for the PM2.5 precursor NOx to the motor vehicle emissions budget for primary PM-2.5 using an 8 to 1 ratio. The trading mechanism allows the agencies responsible for demonstrating transportation conformity in the San Joaquin Valley to supplement the applicable budget for PM-2.5 with a portion of the applicable corresponding 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 2012 PM2.5 Plan budgets (as revised in 2015) on August 16, 2016 (effective September 30, 2016) and the trading mechanism.

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.

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. Table 1-5 below provides a summary of conformity analysis years that apply to this conformity analysis.

Table 1-5:
San Joaquin Valley Conformity Analysis Years

Pollutant	Budget Years[1]	Attainment/ Maintenance Year	Intermediate Years	RTP Horizon Year
2008 and 2015 Ozone	2011/2017/2020/2023/2026/2029	2031/2037[2]	NA	2042
PM-10	NA	2020	2029/2037	2042
1997 and 2012 PM2.5	NA	2014/2021[3]	2029/2037	2042
2006 24-hour PM2.5	2014/2017	2019[4]	2029/2037	2042

[1]Budget years that are not in the time frame of the transportation plan/conformity analysis are not included as analysis years (e.g., 2011, 2014, 2017), although they may be used to demonstrate conformity.
[2]2031 is the attainment year for the 2008 ozone standard. 2037 is the attainment year for the 2015 ozone standard.
[3] 2014 is the attainment year for the 1997 PM2.5 standards. 2021 is the attainment year for the 2012 PM2.5 standards.
[4]The 2006 PM2.5 standard must be met as expeditiously as practicable, but no later than December 31, 2019.

For the 2008 ozone standard, the San Joaquin Valley has been classified as an extreme nonattainment area with an attainment date of July 20, 2032. In accordance with the March 2015 *Implementation of the 2008 National Ambient Air Quality Standards for Ozone: State Implementation Plan Requirements* final rule, the attainment year of 2031 must be modeled. When using the budget test, the attainment year of the 2008 ozone standard must be analyzed (i.e. 2031).

For the 2015 ozone standard, the San Joaquin Valley has been classified as an extreme nonattainment area with an attainment date of August 3, 2038. In accordance with the December 2018 final rule, *Implementation of the 2015 National Ambient Air Quality Standards for Ozone: Nonattainment Area State Implementation Plan Requirements*, the attainment year of 2037 must be modeled. When using the budget test, the attainment year of the 2015 ozone standard must be analyzed (i.e. 2037).

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, 2010 unless EPA approves an attainment date extension. States must identify their attainment dates based on the rate of reductions from their control strategies and the severity of the PM2.5 problem. On February 9, 2016 EPA released its proposed *Approval and Disapproval of California Air Plan; San Joaquin Valley Serious Area Plan and Attainment Date Extension for the 1997 PM2.5 NAAQS.* No final EPA action has been taken on the plan. As a result, the proposed SIP budgets are assumed to be unavailable for use and the 2008 PM2.5 Plan conformity budgets are the only budgets applicable at this time for the 1997 PM2.5 standard.

On January 20, 2016, EPA finalized reclassification of the San Joaquin Valley to Serious nonattainment for the 2006 24-hour PM2.5 Standard. On May 18, 2016 EPA published proposed approval of the revised 2012 Plan PM2.5 budgets. Then on August 16, 2016, the 2012 PM2.5 Plan was approved by EPA, effective September 30, 2016, inclusive of the revised conformity budgets and trading mechanism for the 2006 24-hour PM2.5 standard. The attainment year of 2019 must be modeled.

On April 15, 2015, EPA classified the San Joaquin Valley as Moderate nonattainment for the 2012 PM2.5 Standards. In accordance with Section 93.109(i)(3) of the conformity rule, if a 2012 PM2.5 nonattainment area has adequate or approved SIP budgets that address the annual 1997 PM2.5 standards, it must use the budget test until new 2012 PM2.5 standard budgets are found adequate or approved. When using the budget test, the attainment year must be analyzed (e.g. 2021). In addition, in areas that have approved or adequate budgets for the 1997 annual PM2.5 standards, consistency with those budgets must also be determined. The attainment year of 2021 must be modeled.

CHAPTER 2: LATEST PLANNING ASSUMPTIONS AND TRANSPORTATION MODELING

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

According to the conformity regulation, the time the conformity analysis begins is "the point at which the MPO or other designated agency begins to model the impact of the proposed transportation plan or TIP on travel and/or emissions." The conformity analysis and initial modeling began in July 2019.

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.

The Fresno Council of Governments uses the TP+/ CUBE transportation model. The model was validated in 2017 for the 2014base year. The latest planning assumptions used in the transportation model validation and Conformity Analysis is summarized in Table 2-1.

Table 2-1:
Summary of Latest Planning Assumptions for the Fresno Council of Governments Conformity Analysis

Assumption	Year and Source of Data (MPO action)	Modeling	Next Scheduled Update
Population	Base Year: Population is based on the 2014 California Department of Finance data. Projections: Population based on Applied Development Economics, 2017.	These data were disaggregated to the TAZ level and used in the Cube model for the base year validation and future year projections.	Population and Employment projections will be reviewed and updated periodically with an upcoming update in 2022.
Employment	Base Year: Employment data is based on 2014 State of California Employment Development Department data. Projections: Employment based on Applied Development Economics, 2017.	These data were disaggregated to the TAZ level and used in the Cube model for the base year validation and future year projections.	Population and Employment projections will be reviewed and updated periodically with an upcoming update in 2022.
Traffic Counts	The transportation model was validated in 2017 to the 2014 base year using daily and peak hour traffic counts. More than 1,000 traffic counts were obtained from the City of Fresno, Clovis, the County of Fresno and Caltrans. The majority of the traffic count database is from 2014. However, traffic counts from 2015through 2016 were used, adjusted to 2014 levels based on annual growth rates.	Cube was validated using these traffic counts.	Fresno COG maintains a Regional Traffic Monitoring Program that collects thousands of traffic counts annually. New counts for 2014 base year were compiled for the MIP validation.

Assumption	Year and Source of Data (MPO action)	Modeling	Next Scheduled Update
Vehicle Miles of Travel	The base year 2014 VMT of the 2017 transportation model is validated to within 3% of HPMS. Fresno COG is continuing its efforts to improve the model validation	Cube is the transportation model used to estimate VMT in Fresno County.	VMT is an output of the transportation model. VMT is affected by the TIP/RTP project updates and is included in each new conformity analysis. Traffic speeds are continuously monitored by our local jurisdictions. The information is then provided to Fresno COG for use in our traffic modeling process.
Speeds	The 2017 transportation model validation was based on the comprehensive speed study in 2005.	The Cube transportation model includes a feedback loop that assures congested speeds are consistent with travel speeds used throughout the traffic modeling process. EMFAC2014	Traffic speeds are continuously monitored by our local jurisdictions. The information is then provided to Fresno COG for use in our traffic modeling process.

A. SOCIOECONOMIC DATA

POPULATION, EMPLOYMENT AND LAND USE

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

consistent with future transportation system alternatives, and the reasonable distribution of employment and residences for each alternative.

Supporting Documentation:

POPULATION FORECAST

The forecasts used for the 2018 Fresno COG Regional Transportation Plan/Sustainable Communities Strategy were from the Fresno County 2050 Growth Projections prepared by Applied Development Economics (ADE), May 2017. When the previous forecast was completed in March 2012 by The Planning Center, the region was still recovering from the 2007-2008 recession, and the availability of new data in the years since prompted the need for an updated forecast. These forecasts were consistent with forecasts from several independent sources, including the Department of Finance's population projections, December 2014 edition.

In February 2017, near the completion of the new forecasts, the Department of Finance released their latest projection for Fresno County, which included significant downward population projections for nearly all counties in the San Joaquin Valley, including Fresno County (see Figure 1-12). After a correspondence with DOF staff, the rationale behind this drastic revision was based on updated methodologies regarding three components of population change: births, death, and migration. After analyzing these methodological changes, it was determined that the methodology contained within ADE's projection study were defensible and reliable enough for inclusion in the 2018 RTP/SCS. The technical details and analysis behind this decision were published by ADE in a June 23, 2017 memo.

The ADE study *Fresno County 2050 Growth Projections* can be accessed through Fresno COG's website.

This study includes annual forecasts stratified by the 16 jurisdictions within Fresno County: the spheres of influence of the 15 incorporated cities, and the unincorporated balance of the County geography. The study includes two primary forecasts of population and employment, from which are derived other projections related to housing demand and demographics, such as households, housing units, age distribution, group quarters populations, average income, race/ethnicity, school enrollment, etc.

The methodology of this study can be summed up in the following excerpt:

The study process began by developing a range of total population and employment projections for the county as a whole, reflecting varying assumptions about Fresno County's future share of regional growth as well as trends in industry growth. The employment projection methodology used an economic base approach, forecasting export industry sectors, while local serving business sectors follow growth in the economic base and in the population.

Based on the forecast by ADE shown in Table 1-3, countywide population will grow to an estimated 1,347,000 persons by the year 2042. This assumes a declining average annual growth rate of 1.5% in 2015 to 0.9% by 2050. This decline is consistent with past trends: In the past, County population has increased at rates of 2.4% a year from 1970 to 1990, and 1.7% a year from 1990 to 2010. During

the next three decades (2010-2040) 390,608, or 42%, more people are expected to reside in Fresno County.

Fresno County Population, Housing and Employment Estimates and Forecasts

	Population	Housing Units	Employment
2005	872,569	294,156	335,159
2008	912,521	310,579	345,816
2020	1,047,440	343,074	398,050
2035	1,258,860	392,178	460,100
2042	1,347,000	413,172	482,600

EMPLOYMENT FORECAST

Employment was forecast by ADE using forecast data from the State of California Employment Development Department, Wood and Poole, and Caltrans. These projections were made in several steps, including: projecting economic base sectors (including farm jobs and agricultural services, manufacturing, transportation, etc.); projecting local-serving employment sectors (such as retail and service jobs) by obtaining business-to-business employment multipliers from the IMPLAN input-output model for Fresno County, and developing a set of population-based multipliers to generate business employment from residential demand; and projecting health care sector jobs by using the recent project from Economic Modeling Specialists Institute (EMSI), which considers changes in the health care field and demographic demands in its methodology.

The resulting employment forecast is included in the table above.

HOUSEHOLD FORECAST

The population and household projections depend on a population cohort survival model developed by ADE. This model applied age- and race-adjusted birth- and death-rate factors to project the 2010 decennial Census data forward to 2015, in order to estimate the natural change in populations for each jurisdiction. These natural change populations were then compared to the California Department of Finance's 2015 population estimates, attributing city- and County-level differences between the two datasets to in- or out-migration. The 2015 natural change population for each SOI was then adjusted to the DOF 2015 population estimates. The population cohort survival method was then applied to the 2015 data for each subsequent year out to 2050, applying a growth rate consistent with that of the DOF's population projection estimates.

The resulting household forecast is included in the table above.

B. TRANSPORTATION MODELING

The San Joaquin Valley Metropolitan Planning Organizations (MPOs) utilize the TP+/CUBE traffic modeling software. The Valley MPO 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 MPO 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 Council of Governments transportation modeling methodology meets those requirements.

Fresno COG completed the update of our traffic model to Citilabs Cube modeling software and revalidation to a new base year of 2014 in 2017. The Fresno COG regional traffic model is a four-step mode choice traffic model. It uses land use, socioeconomic, and road network data to estimate facility-specific roadway traffic volumes. The study area for the Fresno COG model covers all of Fresno County including the cities of Clovis, Coalinga, Firebaugh, Fowler, Fresno, Huron, Kerman, Kingsburg, Mendota, Orange Cove, Parlier, Reedley, San Joaquin, Sanger, and Selma. The county is divided up into approximately 2,900 traffic analysis zones. The model roadway network is based on the all-street network, which provides greater geometric details and more accurate link distances. Link types include freeway, freeway ramp, other state route, expressway, arterial, collector, and local collector. Current and future-year road networks were developed considering local agency circulation elements of their general plans, traffic impact studies, capital improvement programs, and the State Transportation Improvement Program.

The Fresno COG model has been set up to estimate travel demand during six periods:

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

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

The model and its assumptions are constantly being updated based upon the latest planning information.

TRAFFIC COUNTS

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

Supporting Documentation:

Fresno COG completed the update of the traffic model to Citilabs Cube modeling software and revalidation to a new base year of 2014 in 2017. The model was validated by comparing its estimates of 2014 traffic conditions with more than 2,000 peak and off-peak traffic counts. The model validation results demonstrate the model performs acceptably at a regional scale especially for key metrics such as VMT and higher volume roadways.

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 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 incorporated in the model as input during the model validation.

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 2018 RTP for further information regarding the services, their accomplishments and proposed actions.

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

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

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

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

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

Transit trips are all assigned as production to attraction rather than origin to destination. For example, a person who uses transit for work will be assigned as two trips from the home TAZ to the work TAZ rather than one trip in each direction. This is done so that the model can keep track of which end of the trip can use drive access. In order to convert to actual directional boarding's, the assigned transit trips in each direction must be added together and then divided by two.

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

VALIDATION/CALIBRATION

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

Supporting Documentation:

The models were 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 (screen-lines) throughout each county.

For Serious and above nonattainment areas, transportation conformity guidance, Section 93.122(b)(3) of the conformity regulation 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. Locally developed count-based programs and other departures from these procedures are permitted subject to the interagency consultation procedures.

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

Vehicle miles of travel (VMT) were estimated from the travel demand model by multiplying link volumes by link distances. The model estimates intrazonal trips (trips remaining within a TAZ) but does not assign these trips to the model road network. The intrazonal trips were multiplied by the estimated intrazonal distances to calculate intrazonal VMT. The Caltrans HPMS 2014 estimate of VMT in Fresno County was 22,574,620. The 2014 model base year estimated 23,053,713 VMT, which is 2.1% higher than the 2014 HPMS VMT target.

FUTURE NETWORKS

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

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

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

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

Supporting Documentation:

The build highway networks include qualifying projects based on the 2019 FTIP and the 2018 RTP. Not all the street and freeway projects included in the TIP/RTP qualify for inclusion in the highway network. Projects that call for study, design, 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 MPO highway networks include all roadways included in the county or cities classified system. These links typically include all freeways plus expressways, arterials, collectors and local collectors. Highway networks also include regionally significant planned local improvements from Transportation Impact Fee Programs and developer funded improvements required to mitigate the impact of a new development.

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

C. TRAFFIC ESTIMATES

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

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

Horizon Year	Total Population	Employment	Average Weekday VMT (millions)	Total Lane Miles
2019	1,032,000	392,870	25.8	N/A
2020	1,047,440	398,050	25.9	6,748
2021	1,062,100	403,110	26.3	N/A
2023	1,092,100	412,010	27.0	N/A
2026	1,136,300	426,100	28.2	N/A
2029	1,177,700	437,500	29.2	6,939
2031	1,205,000	445,000	29.7	N/A
2037	1,284,200	466,800	31.5	7,256
2042	1,347,000	482,600	33.0	7,261

D. VEHICLE REGISTRATIONS

Fresno Council of Governments does not estimate vehicle registrations, age distributions or fleet mix. Rather, current forecasted estimates for these data are developed by CARB and included in the EMFAC2014 model (http://www.arb.ca.gov/msei/onroad/latest_version.htm). EMFAC2014 is the most recent model for use in California conformity analyses. Vehicle registrations, age distribution and fleet mix are developed and included in the model by CARB and cannot be updated by the user. EPA issued a federal register notice on December 14, 2015 formally approving EMFAC2014 for conformity.

E. STATE IMPLEMENTATION PLAN MEASURES

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

OZONE

No committed control measures are included in the 2008 ozone standard conformity demonstration as part of the 2016 Ozone Plan.

PM-10

Committed control measures in the EPA approved 2007 PM-10 Maintenance Plan that reduce mobile source emissions are shown in Table 2-3. However, reductions from these control measures were not applied to this conformity analysis because they were not needed to demonstrate conformity.

Table 2-3:
2007 PM-10 Maintenance Plan Measures Assumed in the Conformity Analysis

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

NOTE: State reductions from the Carl Moyer, Reflash and Idling have been included in EMFAC2014.

PM2.5

Committed control measures in the 2008 PM2.5 Plan (as revised) and 2012 PM2.5 Plan (as revised in 2015) that reduce mobile source emissions are shown in Table 2-4 and 2-5, respectively. However, reductions from these control measures were not applied to this conformity analysis because they were not needed to demonstrate conformity.

Table 2-4:
2008 PM2.5 (1997 Standard) Plan Measures Assumed in the Conformity Analysis

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

NOTE: This table is consistent with the 2008 PM2.5 Plan (as revised in 2011) as approved by EPA on November 9, 2011 (effective January 9, 2012). State reductions from the Carl Moyer, AB1493, and Smog Check have been included in EMFAC2014.

Table 2-5:
2012 PM2.5 (2006 Standard) Plan Measures Assumed in the Conformity Analysis

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

NOTE: This table is consistent with the 2012 PM2.5 Plan (as revised in 2015) approved by EPA on August 16, 2016 (effective September 30, 2016). State reductions from the Carl Moyer, AB1493 and Smog Check have been included in EMFAC2014.

CHAPTER 3: AIR QUALITY MODELING

The model used to estimate vehicle exhaust emissions for ozone precursors and particulate matter is EMFAC2014. CARB emission factors for PM10 have been used to calculate re-entrained paved and unpaved road dust, and fugitive dust associated with road construction. For this conformity analysis, model inputs not dependent on the TIP or RTP are consistent with the applicable SIPs, which include:

- The 2016 Ozone Plan (2008 standard) was adopted by the Air District on June 16, 2016 and subsequently adopted by the ARB on July 21, 2016. EPA found the new ozone budgets adequate on June 29, 2017 (effective July 14, 2017). In response to recent court decisions regarding the baseline RFP year, ARB adopted the revised 2008 ozone conformity budgets as part of the 2018 Updates to the California State Implementation Plan Update on October 25, 2018. EPA found the budgets adequate on March 25, 2019.

- The 2007 PM-10 Maintenance Plan (as revised in 2015) was approved by EPA on July 8, 2016 (effective September 30, 2016).

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

- The 2012 PM2.5 Plan was approved by EPA on August 16, 2016 (effective September 30, 2016) inclusive of the revised conformity budgets and PM2.5 trading mechanism.

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 1-7.

A. EMFAC2014

The EMFAC model (short for EMission FACtor) is a computer emissions modeling software that estimates emission rates for motor vehicles for calendar years from 2000 to 2050 operating in California. Pollutant emissions for hydrocarbons, carbon monoxide, nitrogen oxides, particulate matter, lead, sulfur oxides, and carbon dioxide are output from the model. Emissions are calculated for passenger cars, light, heavy, and medium-duty trucks, motorcycles, 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 MPO level. EMFAC contains default vehicle activity data that can

be used to estimate a motor vehicle emissions inventory in tons/day for a specific year and season, and as a function of ambient temperature, relative humidity, vehicle population, mileage accrual, miles of travel, and vehicle speeds.

Section 93.111 of the conformity regulation requires the use of the latest emission estimation model in the development of conformity determinations. On December 30, 2014, ARB released EMFAC2014, which is the latest update to the EMFAC model for use by California State and local governments to meet Clean Air Act (CAA, 1990) requirements. Nearly a year later, on December 14, 2015, EPA announced the availability of this latest version of the California EMFAC model for use in SIP development in California. EMFAC2014 was required for conformity analysis on or after December 14, 2017.

On March 1, 2018 ARB released the latest update to the EMFAC model – EMFAC2017v1.0.2. The model was submitted for EPA review in the fall of 2018 and has not yet been approved by EPA for conformity use, therefore this analysis uses EMFAC2014 for all conformity tests.

A transportation data template has been prepared to summarize the transportation model output for use in EMFAC 2014. The template includes allocating VMT by speed bin by hour of the day. EMFAC2014 was used to estimate exhaust emissions for CO, ozone, PM-10, and PM2.5 conformity demonstrations consistent with the applicable air quality plan. Note that the statewide SIP measures documented in Chapter 2 are already incorporated in the EMFAC2014 model as appropriate.

B. ADDITIONAL PM-10 ESTIMATES

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

CALCULATION OF REENTRAINED DUST FROM PAVED ROAD TRAVEL

On January 13, 2011 EPA released a new method for estimating re-entrained road dust emissions from cars, trucks, buses, and motorcycles on paved roads. On February 4, 2011, EPA published the *Official Release of the January 2011 AP-42 Method for Estimating Re-Entrained Road Dust from Paved Roads* approving the January 2011 method for use in regional emissions analysis and

beginning a two-year conformity grace period, after which use of the January 2011 AP-42 method is required (e.g. February 4, 2013) in regional conformity analyses.

The road dust calculations have been updated to reflect this new methodology. More specifically, the emission factor equation and k value (particle size multiplier) have been updated accordingly. CARB default assumptions for roadway silt loading by roadway class, average vehicle weight, and rainfall correction factor remain unchanged. Emissions are estimated for five roadway classes including freeways, arterials, collectors, local roads, and rural roads. Countywide VMT information is used for each road class to prepare the emission estimates.

CALCULATION OF REENTRAINED DUST FROM UNPAVED ROAD TRAVEL

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

CALCULATION OF PM-10 FROM ROADWAY CONSTRUCTION

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

PM-10 TRADING MECHANISM

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

C. PM2.5 APPROACH

EPA and FHWA have indicated that areas violating both the annual and 24-hour standards for PM2.5 must address all standards in the conformity determination. The San Joaquin Valley currently violates both the 1997 and 2012 annual PM2.5 standards, and the 1997 and 2006 24-hour PM2.5 standards; thus, the conformity determination includes analyses to all PM2.5 standards.

The following PM2.5 approach addresses the 1997 (annual and 24-hour), the 2012 (annual), and the 2006 24-hour standards:

EMFAC2014 incorporates data for temperature and relative humidity that vary by geographic area, calendar year and season. The annual average represents an average of all the monthly inventories. A winter average represents an average of the California winter season (October through February). EMFAC will be run to estimate direct PM2.5 and NOx emissions from motor vehicles for an annual or winter average day as described below.

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 EMFAC2014 represent the most accurate VMT data available. The MPOs will continue to discuss and research options that look at how VMT varies by month and season according to the local traffic models.

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

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 EMFAC2014. 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 – Since EPA did not take action on the 2018 PM2.5 Plan, the 2008 PM2.5 Plan budgets will continue to be used in this conformity analysis. The 2008 PM2.5 Plan (as revised in 2011) was approved by EPA on November 9, 2011 (effective January 9, 2012) and contains motor vehicle emission budgets for PM2.5 and NOx established based on average annual daily emissions. The annual inventory methodology contained in the 2008 PM2.5 Plan (as revised in 2011) and used to establish emissions budgets is consistent with the methodology used herein. 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 – Since EPA did not take action on the 2018 PM2.5 Plan, the 2012 PM2.5 Plan (as revised in 2015) budgets will continue to be used in this conformity analysis. On January 20, 2016, EPA finalized reclassification of the San Joaquin Valley to Serious nonattainment for the 2006 24-hour PM2.5 Standard. On August 16, 2016, the 2012 PM2.5 Plan was approved by EPA including the revised conformity budgets and a trading mechanism (effective September 30, 2016). The 2012 PM2.5 Plan (as revised in 2015) contains motor vehicle emission budgets for PM2.5 and NOx established based on average winter daily emissions. The winter inventory methodology contained in the 2012 Plan and used to establish emissions budgets is consistent with the methodology used herein. The motor vehicle emissions budget for PM2.5 include 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. 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 PM2.5 standards.

2012 Standard – EPA's nonattainment area designations for the 2012 PM2.5 standard became effective on April 15, 2015. Conformity applies one year after the effective date (April 15, 2016). In accordance with Section 93.109(i)(3) of the federal transportation conformity rule, if a 2012 PM2.5 area has adequate or approved SIP budgets that address the annual 1997 standards, it must use the budget test until new 2012 PM2.5 standard budgets are found adequate or approved. It is important to note that the 2012 annual PM2.5 nonattainment area boundary for the San Joaquin Valley is exactly the same as the nonattainment area boundary for the 1997 and 2006 PM2.5 standards. Since EPA has not did not take action on the 2018 PM2.5 Plan, the 2008 PM2.5 Plan (as revised in 2011) budgets will continue to be used in this conformity analysis.

1997 and 2012 PM2.5 TRADING MECHANISM

Since EPA did not take action on the 2018 PM2.5 Plan, consistent with the PM2.5 implementation rule, the 2008 PM2.5 Plan budgets and trading mechanism will continue to be used in this conformity analysis.

The 2008 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 1

to 9 ratio. This trading mechanism will be used for the 1997 annual and 24-hour hour and 2012 PM2.5 standard conformity analyses for analysis years after 2014.

2006 PM2.5 TRADING MECHANISM

Since EPA did not take action on the 2018 PM2.5 Plan, consistent with the PM2.5 implementation rule, the 2012 PM2.5 Plan budgets and trading mechanism will continue to be used in this conformity analysis.

On August 16, 2016 EPA approved the 2012 PM2.5 SIP including the PM2.5 trading mechanism that allows trading from the motor vehicle emissions budget for the PM2.5 precursor NOx to the motor vehicle emissions budget for primary PM-2.5 using an 8 to 1 ratio. This trading mechanism will be used for the 2006 24-hour PM2.5 standard conformity analysis for analysis years after 2014.

D. SUMMARY OF PROCEDURES FOR REGIONAL EMISSIONS ESTIMATES

New step-by-step air quality modeling instructions were developed for SJV MPO use with EMFAC2014. These instructions were originally provided for interagency consultation in May 2016. EPA, FHWA, and ARB concurred.

Documentation of the conformity analysis for the 2019 FTIP Amendment #6 and 2018 RTP Amendment #2 is provided in Appendix C, including:

- 2019 Conformity EMFAC Spreadsheet
- 2019 Conformity Paved Road Spreadsheet
- 2019 Conformity Unpaved Road Dust Spreadsheet
- 2019 Conformity Construction Spreadsheet
- 2019 Conformity Totals Spreadsheet
- 2019 Conformity PM10 Trading Spreadsheet

CHAPTER 4: TRANSPORTATION CONTROL MEASURES

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

A. TRANSPORTATION CONFORMITY REGULATION REQUIREMENTS FOR TCMS

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

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

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

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

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

(i) programs for improved public transit;

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

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

(iv) trip-reduction ordinances;

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

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

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

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

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

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

(xi) programs to control extended idling of vehicles;

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

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

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

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

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

TCM REQUIREMENTS FOR A TRANSPORTATION PLAN

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

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

TCM REQUIREMENTS FOR A TRANSPORTATION IMPROVEMENT PROGRAM

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

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

B. APPLICABLE AIR QUALITY IMPLEMENTATION PLANS

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

APPLICABLE IMPLEMENTATION PLAN FOR OZONE

The 2016 Ozone Plan does not include new TCMs for the San Joaquin Valley.

APPLICABLE IMPLEMENTATION PLAN FOR PM-10

The 2007 PM-10 Maintenance Plan (as revised in 2015) was approved by EPA on July 8, 2016 (effective September 30, 2016). No new local agency control measures were included in the Plan.

The Amended 2003 PM-10 Plan was approved by EPA on May 26, 2004 (effective June 25, 2004). A local government control measure assessment was completed for this plan. The analysis focused on transportation-related fugitive dust emissions, which are not TCMs. 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 2012 PM2.5 Plan was approved by EPA on August 16, 2016 (effective September 30, 2016). The 2008 PM2.5 Plan (as revised in 2011) was approved by EPA on November 9, 2011 (effective January 9, 2012). However, the Plans do not include any additional 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. 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 as part of this Conformity Analysis. A summary of this information is provided in Appendix D.

D. TCM FINDINGS FOR THE TIP AND REGIONAL TRANSPORTATION PLAN

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

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

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

In May 2003, the San Joaquin Valley MPO Executive Directors committed to conduct feasibility analyses as part of each new RTP in support of the 2003 PM-10 Plan. This commitment was retained in the 2007 PM-10 Maintenance Plan. In accordance with this commitment, Fresno Council of Governments undertook a process to identify and evaluate potential control measures that could be included in the 2018 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 2018 RTP included:

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

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

With the adoption of each new RTP, the MPOs will consider the feasibility of these measures, as well as identify any other new PM-10 measures that would be relevant to the San Joaquin Valley. Fresno Council of Governments also considered PM-10 commitments from other PM-10 nonattainment areas that had been developed since the previous RTP was approved. Federal

websites were reviewed for any PM-10 plans that have been approved since 2012. New PM-10 plans that have been reviewed include:

A. West Pinal County, AZ Moderate PM-10 Nonattainment Area SIP, submitted December 21, 2015 (EPA approval effective May 31, 2017). Contingency measures include paving or chemically stabilizing unpaved roads.

B. Owens Valley, CA Serious PM-10 Nonattainment Area SIP, submitted June 9, 2016 (EPA approval effective April 12, 2017). Road dust was determined to be below de minimis thresholds and no mobile source control measures were adopted.

C. Mammoth Lake, CA PM-10 Re-designation Request and Maintenance Plan, submitted October 21, 2014 (EPA approval effective November 4, 2015). The Mammoth Lake general plan places a cap on the growth of VMT. Contingency measures include improved street sweeping procedures and reduced use of volcanic cinders on roadways.

D. Las Vegas, NV Serious PM-10 Re-designation Request and Maintenance Plan, submitted September 7, 2012 (EPA approval effective November 5, 2014). Most stringent measures were introduced in 2001. Stabilization of unpaved roads including paving roads with volumes over 150 vehicles per day. Paved road sweeping and mitigation measures.

E. Payson, AZ PM-10 Limited Maintenance Plan submitted January 23, 2012 (EPA approval effective May 19, 2014). Contingency measures include paving or chemically stabilizing unpaved roads.

F. South Coast, CA PM-10 Re-designation Request and Maintenance Plan submitted April 28, 2010 (EPA approval effective July 26, 2013). No PM-10 specific dust control measures cited for mobile sources.

G. Juneau's Mendenhall Valley, AK PM-10 Limited Maintenance Plan submitted February 20, 2009 (EPA approval effective July 8, 2013). The attainment plan control measures included optimizing sanding and de-icing materials to minimize entrainment, spring street sweeping, and paving of dirt roads. No additional measures were identified for the LMP to continue attainment of the NAAQS. Contingency measures include paving of dirt roads and stabilization of unpaved shoulders.

H. Eugene-Springfield, OR PM-10 Re-designation Request and Limited Maintenance Plan submitted January 13, 2012 (EPA approval effective June 10, 2013). Motor vehicles were not identified as a significant source and no control measures were included for on-road mobile sources.

I. Sandpoint, ID PM-10 Limited Maintenance Plan submitted December 12, 2011 (EPA approval effective May 23, 2013). Ordinances require the application of certain types of sand in the winter along with increased street sweeping.

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

Based on consultation with CARB and the Air District, Fresno Council of Governments considered priority funding allocations in the 2018 RTP for PM-10 and NOx emission reduction projects in the post-attainment year timeframe that go beyond the emission reduction commitments made for the attainment year 2010 for the following four measures:

(1) Paving or Stabilizing Unpaved Roads and Alleys

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

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

(4) Repave or Overlay Paved Roads with Rubberized Asphalt

Fresno COG continues to actively include the reduction of PM10 emissions (typical projects above list #1 through #3) in the Congestion Mitigation and Air Quality (CMAQ) Improvement Program. PM10 is included in the "Project Category Goals". PM10 is evaluated and prioritized in the CMAQ Scoring Criteria under the "Air Pollutant Emission Reduction" Category (20 points possible out of 100) as well as receiving consideration in the "Subjective Evaluation" (18 points possible out of 100). PM10 projects also are given priority if they meet the criteria of being cost-effective (30 points out of 100) Information regarding Fresno COG's CMAQ Program can be found at: http://www.fresnocog.org/.

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

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

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

CHAPTER 5: INTERAGENCY CONSULTATION

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

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

A. INTERAGENCY CONSULTATION

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

The draft boilerplate conformity document was distributed for interagency consultation on July 19, 2019. Comments received have been addressed and incorporated into this version of the analysis.

The 2019 Conformity Analysis was developed in consultation with Fresno Council of Governments local partner agencies, including member jurisdictions, Caltrans, and local transit agencies.

The 2019 Conformity Analysis for the 2019 FTIP Amendment #6 and 2018 RTP Amendment #2 was released on August 7, 2019 for a 30-day public comment period, followed by approval on [Date TBD]. Federal approval is anticipated on or before October 30, 2019.

B. PUBLIC CONSULTATION

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

All MPOs in the San Joaquin Valley have standard public involvement procedures. Fresno Council of Governments has an adopted consultation process and policy for conformity analysis which includes a 30-day public notice and comment period followed by a public hearing. 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 ozone, PM-10 and PM2.5 (1997 and 2012 PM2.5 standards, and 2006 24-hour PM2.5 standards). 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 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.

Ozone:

For 2008 and 2015 8-hour ozone, the applicable conformity test is the emissions budget test, using the *2018 Updates to the California State Implementation Plan* budgets for the San Joaquin Valley established for ROG and NOx for an average summer (ozone) season day. EPA found the budgets adequate on March 25, 2019.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.

PM-10:

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 revisions including conformity budgets was approved by EPA on July 8, 2016 (effective September 30, 2016). 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 PM2.5 Standards:

Since EPA did not take action on the 2018 PM2.5 Plan, the 2008 PM2.5 Plan budgets will continue to be used in this conformity analysis. For 1997 PM2.5 Standards, 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 PM2.5 Standard:

Since EPA did not take action on the 2018 PM2.5 Plan, the 2012 PM2.5 Plan (as revised in 2015) budgets will continue to be used in this conformity analysis. For the 2006 PM2.5 standard, the applicable conformity test is the emission budget test, using adequate budgets established in the 2012 PM2.5 Plan (as revised in 2015). 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.

2012 PM2.5 Standard:

In accordance with Section 93.109(c)(2), areas designated nonattainment for the 2012 PM2.5 standards are required to use existing adequate or approved SIP motor vehicle emissions budgets for a prior annual PM2.5 standard until budgets for the 2012 PM2.5 standards are either found adequate or approved. Since EPA has not did not take action on the 2018 PM2.5 Plan, the 2008 PM2.5 Plan (as revised in 2011) budgets will continue to be used in this conformity analysis. For the 2012 PM2.5 standards, the applicable conformity test is the emissions budget test, using the 2008 PM2.5 Plan (1997 standard) budgets. 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 2019 Conformity Analysis for the 2019 FTIP Amendment #6 and the 2018 RTP Amendment #2 is supported.

Table 6-1:
Conformity Results Summary

2019 Conformity Analysis Results Summary -- Fresno

Standard	Analysis Year	Emissions Total		DID YOU PASS?	
		ROG (tons/day)	NOx (tons/day)	ROG	NOx
2008 and 2015 Ozone	2020 Budget	6.7	23.9		
	2020	6.7	23.9	YES	YES
	2023 Budget	5.5	14.1		
	2023	5.5	14.1	YES	YES
	2026 Budget	4.9	13.2		
	2026	4.9	13.2	YES	YES
	2029 Budget	4.5	12.4		
	2029	4.5	12.4	YES	YES
	2031 Budget	4.2	12.1		
	2031	4.2	12.1	YES	YES
	2037	3.6	11.7	YES	YES
	2042	3.3	11.9	YES	YES

Standard	Analysis Year	Emissions Total		DID YOU PASS?	
		PM-10 (tons/day)	NOx (tons/day)	PM-10	NOx
PM-10	2020 Budget	7.0	25.4		
	2020	7.0	24.9	YES	YES
	Adjusted 2020 Budget	7.4	24.8		
	2029	7.4	12.9	YES	YES
	Adjusted 2020 Budget	8.2	23.6		
	2037	8.2	12.1	YES	YES
	Adjusted 2020 Budget	7.8	24.2		
	2042	7.8	12.3	YES	YES

PM-10	Total On-Road Exhaust		Paved Road Dust		Unpaved Road Dust		Road Construction Dust		Total	
	PM-10	Nox	PM-10	Nox	PM-10	Nox	PM-10	Nox	PM-10	Nox
2020	1.831	24.919	4.162		0.596		0.366		**7.0**	**24.9**
2029	1.904	12.880	4.627		0.596		0.317		**7.4**	**12.9**
2037	2.033	12.102	4.932		0.596		0.591		**8.2**	**12.1**
2042	2.117	12.273	5.103		0.596		0.015		**7.8**	**12.3**

Standard	Analysis Year	Emissions Total		DID YOU PASS?	
		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
1997 24-Hour and 1997 & 2012 Annual PM2.5 Standards					
	2014 Budget	1.1	31.4		
	2021	0.8	22.6	YES	YES
	2014 Budget	1.1	31.4		
	2029	0.8	12.9	YES	YES
	2014 Budget	1.1	31.4		
	2037	0.8	12.1	YES	YES
	2014 Budget	1.1	31.4		
	2042	0.9	12.3	YES	YES

Standard	Analysis Year	Emissions Total		DID YOU PASS?	
		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
2006 PM2.5 Winter 24-Hour Standard					
	2017 Budget	1.0	32.1		
	2019	0.9	27.8	YES	YES
	2017 Budget	1.0	32.1		
	2029	0.8	13.1	YES	YES
	2017 Budget	1.0	32.1		
	2037	0.8	12.3	YES	YES
	2017 Budget	1.0	32.1		
	2042	0.9	12.5	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, 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, 2012a. 40 CFR Part 93. *Transportation Conformity Rule Restructuring Amendments; Final Rule*. Federal Register, March 14, 2012, Vol. 77, No. 50, p. 14979.

EPA, 2012b. *Transportation Conformity Guidance for 2008 Ozone Nonattainment Areas*. U.S. Environmental Protection Agency. EPA-420-B-12-045. July 2012.

EPA, 2012c. *Guidance for Transportation Conformity Implementation in Multi-Jurisdictional Nonattainment and Maintenance Areas*. U.S. Environmental Protection Agency. EPA-420-B-12-046. July 2012.

EPA, 2015. *Implementation of the 2009 National Ambient Air Quality Standards for Ozone: State Implementation Plan Requirements*. Final Rule. U.S. Environmental Protection Agency. Vol. 80. No. 44. March 6, 2015.

EPA, 2016. *Fine Particulate Matter National Ambient Air Quality Standards: State Implementation Plan Requirements*. Final Rule. U.S. Environmental Protection Agency. PA-HQ-OAR-2013-0691. July 29, 2016.

EPA, 2018(a). *Implementation of the 2015 National Ambient Air Quality Standards for Ozone: Nonattainment Area State Implementation Plan Requirements.* Final Rule. U.S. Environmental Protection Agency. Vol. 83, No. 234, December 6, 2018.

EPA, 2018(b). *Transportation Conformity Guidance for the South Coast II Court Decision*. EPA-420-B-12-050. November 2018.

EPA, 2018(c). *Transportation Conformity Guidance for 2015 Ozone NAAQS Nonattainment Areas*. EPA-420-B-18-023. June 2018.

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

Checklist for MPO TIPs/RTPs
January 2018

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 pages 9-11	
§93.102 (b)(2)(iii)	PM10 areas: document whether EPA or state has found VOC and/or NOx to be a significant contributor or if the SIP establishes a budget	Ch. 1 page 11	
§93.102 (b)(2)(iv)	PM2.5 areas: document if both EPA and the state have found that NOx is **not** a significant contributor or that the SIP does **not** establish a budget (otherwise, conformity applies for NOx)	Conformity applies to NOx	
§93.102 (b)(2)(v)	PM2.5 areas: document whether EPA or state has found VOC, SO2, and/or NH3 to be a significant contributor or if the SIP establishes a budget	Ch. 3 pages 33-35	
§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 made by DOT.	Ch. 5 page 47 App. E 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	Document that horizon years are no more than 10 years apart ((a)(1)(i)). Document that the first horizon year is no more than 10 years from the base year used to validate the transportation demand planning model ((a)(1)(ii)). Document that the attainment year is a horizon year, if in the timeframe of the plan ((a)(1)(iii)). Describe the regionally significant additions or modifications to the existing transportation network that are expected to be open to traffic in each analysis year ((a)(2)(ii)). 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. 1 pages 15-16 Ch 2. Page 26 App. B	
§93.108	Document that the TIP/RTP is fiscally constrained (23 CFR 450).	E.S. P. 1	

40 CFR	Criteria	Page	Comments
§93.109 (a, b)	Document that the TIP/RTP complies with any applicable conformity requirements of air quality implementation plans (SIPs) and court orders.	Chapters 1-6 Pages 9-16. 21-29, 32-35, 38-40	
§93.109 (c,)	Provide either a table or text description that details, for each pollutant, precursor and applicable standard, whether the interim emissions test(s) 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 pages 11-16 Ch. 6 pages 48-49	
§93.109(e)	CO or PM10: Document if the area has a limited maintenance plan and from where that information comes	Ch. 1 pages 12-13	
§93.109(f)	Document if motor vehicle emissions are an insignificant contributor and in what SIP that determination is found	N/A	
§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. 1, 2, pages 11-27	
EPA-DOT guidance	Document the use of planning assumptions less than five years old. If unable, include written justification for the use of older data. (December 2008 guidance,)	Ch. 1 pages 16-18 Ch. 2 pages 19-32	
§93.110 (c,d,e,f)	Document any changes in transit operating policies and assumed ridership levels since the previous conformity determination (c). Document the assumptions about transit service, use of the latest transit fares, and road and bridge tolls (d). Document the use of the latest information on the effectiveness of TCMs and other SIP measures that have been implemented (e). Document the key assumptions and show that they were agreed to through Interagency and public consultation (f).	Ch. 2 pages 25-27	
§93.111	Document the use of the latest emissions model approved by EPA. If the previous model was used and the grace period has ended, document that the analysis began before the end of the grace period.	Ch.3 page 32	
§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	Ch. 4 pages 41-42 Ch. 5 pages 47-48	

40 CFR	Criteria	Page	Comments
	consultation on conformity tests and methodologies as well as responses to written comments.		
§93.113	Document timely implementation of all TCMs in approved SIPs. Document that implementation is consistent with schedules in the applicable SIP and document whether anything interferes with timely implementation. Document any delayed TCMs in the applicable SIP and describe the measures being taken to overcome obstacles to implementation.	App. D Ch. 4 pages 38-40	
§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	
For Areas with SIP Budgets:			
§93.118, §93.124	Document what the applicable budgets are, and for what years. Document if there are subarea budgets established, and for which areas (93.124(c)). Document if there is a safety margin established, and what are the budgets with the safety margin included. (93.124(a)). Document if there has been any trading among budgets, and if so, which SIP establishes the trading mechanism, and how it is used in the conformity analysis (93.124(b)). If there is more than one MPO in the area, document whether separate budgets are established for each MPO (93.124(d)).	Ch. 1, Section D, pages 11-16	
§93.118 (a, c, e)	Document that emissions from the transportation network for each applicable pollutant and precursor, including projects in any associated donut area that are in the 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. 4 Pages 45-46 Ch. 6 Pages 49-50	
§93.118 (b)	Document for which years consistency with motor vehicle emissions budgets must be shown.	Ch. 1 pages 12-16	
§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. 4 Pages 45-46 Ch. 6 Pages 49-50	
For Areas without Applicable SIP Budgets:			
§93.119	Document whether the area must meet just one or both interim emissions tests. If both, document that it is the "less than" form of these tests (i.e., §93.119(b)(1) and (c)(1) vs. (b)(2), (c)(2), and (d)).	N/A	

40 CFR	Criteria	Page	Comments
§93.119[i] (a, b, c, d)	Document that emissions from the transportation network for each applicable pollutant and precursor, including projects in any associated donut area that are in the TIP and regionally significant non-Federal projects, are consistent with the requirements of the "Action/Baseline" or "Action/Baseline Year" emissions tests as applicable.	N/A	
§93.119 (e)	Document the appropriate baseline year.	N/A	
§93.119 (f)	Document the use of appropriate pollutants and if EPA or the state has made a finding that a particular precursor or component of PM10 is significant or insignificant.	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	
For All Areas Where a Regional Emissions Analysis Is Needed			
§93.122 (a)(1)	Document that all regionally significant federal and non-Federal projects in the nonattainment/maintenance area are explicitly modeled in the regional emissions analysis. For each project, identify by which analysis year it will be open to traffic. Document that VMT for non-regionally significant Federal projects is accounted for in the regional emissions analysis	Ch. 2 page 25 App. B	
§93.122 (a)(2, 3)	Document that only emission reduction credits from TCMs on schedule have been included, or that partial credit has been taken for partially implemented TCMs (a)(2). 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 (a)(3).	Ch. 4 pages 38-46	
§93.122 (a)(4,5,6,7)	For nonregulatory measures that are not included in the transportation plan and TIP, include written commitments from appropriate agencies (a)(4). Document that assumptions for measures outside the transportation system (e.g. fuels measures) are the same for baseline and action scenarios (a)(5).	App. D Ch. 2 Pages 29-31	

40 CFR	Criteria	Page	Comments
	Document that factors such as ambient temperature are consistent with those used in the SIP unless modified through interagency consultation (a)(6). Document the method(s) used to estimate VMT on off-network roadways in the analysis (a)(7).		
§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 pages 20-21	
§93.122 (b)(1)(ii) [ii]	Document the land use, population, employment, and other network-based travel model assumptions.	Ch. 2 pages 20-23	
§93.122 (b)(1)(iii) [ii]	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 pages 20-23	
§93.122 (b)(1)(iv) [ii]	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 pages 23-24	
§93.122 (b)(1)(v) [ii]	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 pages 23-24	
§93.122 (b)(1)(vi) [ii]	Document how travel models are reasonably sensitive to changes in time, cost, and other factors affecting travel choices.	Ch. 2 pages 26-27	
§93.122 (b)(2) [ii]	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 25	
§93.122 (b)(3) [ii]	Document the use of HPMS, or a locally developed count-based program or procedures that have been chosen through the consultation process, to reconcile and calibrate the network-based travel model estimates of VMT.	Ch. 2 page 21, 27	
§93.122 (d)	In areas not subject to §93.122(b), document the continued use of modeling techniques or the use of appropriate alternative techniques to estimate vehicle miles traveled	Ch. 2 page 20-21	
§93.122 (e, f)	Document, in areas where a SIP identifies construction-related PM10 or PM2.5 as significant	Ch. 3 page 34	

40 CFR	Criteria	Page	Comments
	pollutants, the inclusion of PM10 and/or PM2.5 construction emissions in the conformity analysis.		
§93.122 (g)	If appropriate, document that the conformity determination relies on a previous regional emissions analysis and is consistent with that analysis, i.e. that:	N/A	
	(g)(1)(i): the new plan and TIP contain all the projects that must be started to achieve the highway and transit system envisioned by the plan	N/A	
	(g)(1)(ii): all plan and TIP projects are included in the transportation plan with design concept and scope adequate to determine their contribution to emissions in the previous determination;	N/A	
	(g)(1)(iii): the design concept and scope of each regionally significant project in the new plan/TIP are not significantly different from that described in the previous;	N/A	
	(g)(1)(iv): the previous regional emissions analysis meets 93.118 or 93.119 as applicable	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.	App. B Ch. 2 pages 27-28	

[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. Also note these procedures apply in any areas where the use of these procedures has been the previous practice of the MPO (40 CFR 93.122(d)).

Disclaimers

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

APPENDIX B

TRANPORTATION PROJECT LISTING

Regionally Significant Project Listing

			Description				Conformity Analysis Year (project open to traffic)								
Jurisdiction / Agency	TIP/RTP Project ID	CTIPs Project ID	Facility Name/Route	Type of Improvement	Project Limits	Estimated Cost	2019	2020	2021	2023	2026	2029	2031	2037	2042
Caltrans	FRE150055 FRE501717		41	Widen from 2-Lane to 4-lane expressway	From: Kings County Line To Elkhorn Ave	$62,500,000					X	X	X	X	X
Caltrans	FRE500516		41	Add NB Auxiliary Lanes	O Street to Shields	$19,500,000								X	X
Caltrans	FRE500570		41	SR 41-Ashlan to Shaw: Add 1 NB Auxiliary Lane	Ashlan to Shaw	$7,000,000								X	X
Caltrans	FRE500759		41	SR 41: El Paso to Friant: Add 1 SB Auxiliary Lane	El Paso to Friant	$13,970,000						X	X	X	X
Caltrans	FRE500767		41	SR 41-Tulare to O Street: Widen Auxiliary Lane/Improve Ramps (Project J in the Measure C Urban Regional Program)	Tulare Ave to O Street	$4,900,000	X	X	X	X	X	X	X	X	X
Fresno	FRE500145		41	Widen Off Ramp at Shaw	Interchange Crossstreets:SR 41 Off Ramp & Shaw	$246,000			X	X	X	X	X	X	X
Fresno	FRE500146		41	Auxiliary Lane	From:Gettysburg Overcross To:Shaw Exit Ramp	$1,271,000							X	X	X
Caltrans	FRE190013		99	Improve Interchange (Measure C Project AA in the Rural Regional Program - Tier 2)	Central/Chestnut	$47,141,000						X	X	X	X
Caltrans	FRE021108	10300000178	180	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]	Trimmer Springs to Frankwood	$100,548,000			X	X	X	X	X	X	X
Caltrans	FRE111330	20300000737	180	SR180 West from Yuba to Lake; Passing Lanes (Measure C Project A in the Rural Regional Program)	Yuba to Lake	$12,282,000	X	X	X	X	X	X	X	X	X
Huron	FRE500805		269	New Roundabout	From:N/A To:N/A	$3,000,000				X	X	X	X	X	X
Huron	FRE500806		269	Lassen Ave & Palmer Ave Intersection Improvements	From:Lassen To: Palmer	$1,600,000							X	X	X
Huron	FRE500807		269	Lassen Ave & Palmer Ave Intersection Improvements	From:Lassen To: Tornado	$1,600,000					X	X	X	X	X
Caltrans	FRE111351	20300000748	<interchange>	Interchange Improvements	Interchange Cross Streets:I5 & SR 198	$18,236,000							X	X	X
Caltrans	FRE111352	20300000752	<interchange>	American Ave @ SR 99-Interchange Improvements	Interchange Cross Streets:American Ave & SR 99	$56,853,000						X	X	X	X
Caltrans	FRE111355	20300000756	<interchange>	North/Cedar/SR 99-Improve Interchange	North Ave to Cedar	$110,180,000						X	X	X	X
Caltrans	FRE500520		<interchange>	Replace bridge structures and widen Floral	Interchange Cross Streets:SR 99 & SR 43	$13,000,000								X	X
Caltrans	FRE500521		<interchange>	Improve interchange	Interchange Cross Streets:SR 99 & Shaw	$86,000,000								X	X
Fresno	FRE501074		<interchange>	Modify interchange to add a direct southbound on-ramp; eliminate Broadway/SR-41 southbound on-ramp; signalize ramp intersections with Van Ness and add ramp metering to new southbound on-ramp.	Interchange Crossstreets:Van Ness & Broadway	$1,230,000							X	X	X
Fresno	FRE111353	20300000753	<intersection>	Widen Undercrossing to 5 LN (Measure C Project K8 in the Urban Regional Program)	Intersection Herndon Ave to SR 99	$26,365,000						X	X	X	X
Fresno	FRE500491		<intersection>	Reconfigure for SB dual rights; and EB dual lefts on Divisadero at NB on ramp	Intersection From:SR 41 To:Divisadero Dist:N/A	$2,500,000							X	X	X
Fresno	FRE500582		<intersection>	3 LU to 4 LU with bike lane, curb, gutter and sidewalk	Intersection From:Maple Ave To:Nees Ave Dist:.2	$580,000							X	X	X
Kingsburg	FRE500592		10th	10th Avenue-Kern St. to Clarkson Ave: 2 LU to 4 LD	From:Kern St. To:Clarkson Ave. Dist:.5	$375,000					X	X	X	X	X
Kingsburg	FRE500593		10th (Academy)	10th St (Academy)-Sierra to Stroud: 2 L to 4 L	From:Sierra To:Stroud Dist:.5	$1,250,000					X	X	X	X	X
Huron	FRE501785		12th	Complete connection between 12th St and Lassen Ave	From:12th St To:Lassen	$650,000				X	X	X	X	X	X
Huron	FRE500809		13th	13th St from M st to Lassen Ave - Construction of new 2 lane local street	From: M St To:Lassen	$650,000	X	X	X	X	X	X	X	X	X
Caltrans	FRE500514		180 W	2 Lane on New E-W Alignment	I-5 to Junction SR 33/SR180	$305,110,000								X	X
Parlier	FRE501801		Academy	Bridge/Roadway Widening	City Limits to Dinuba	$972,000								X	X

Regionally Significant Project Listing

			Description				Conformity Analysis Year (project open to traffic)								
Jurisdiction / Agency	TIP/RTP Project ID	CTIPs Project ID	Facility Name/Route	Type of Improvement	Project Limits	Estimated Cost	2019	2020	2021	2023	2026	2029	2031	2037	2042
Sanger	FRE070617	20300000419	Academy	Academy Ave between North and 11th. Combination overlay/reconstruction and widening.	North to 11th	$5,150,000	X	X	X	X	X	X	X	X	X
Sanger	FRE500996		Academy	Widen to 4-lane divided arterial and rehabilitate roadway	From 11th St. to 0.2 mile south of North Ave.	$5,200,000	X	X	X	X	X	X	X	X	X
Kingsburg	FRE500470		Academy Parkway	New 4 Lane Expressway	From:Mountain View To:Simpson Dist:1.75	$6,000,000					X	X	X	X	X
Fresno	FRE501739		Alicante	Unconstructed to 3 LU with bike lanes and sidewalks, curb & gutter	From:Via Fiore To:Willow Dist:0.8	$1,600,000						X	X	X	X
Clovis	FRE500453		Alluvial	Unconstructed to 4 LD, Sidewalk, Bike Lanes, Curb and Gutter, Street Lights, and Fiber Optics	From:Nees To:Dewolf Dist:.50	$5,500,000		X	X	X	X	X	X	X	X
Clovis	FRE500485		Alluvial	2 LU to 3 LU w/2 @WLTL	From:Willow To:Adler (700 feet east) Dist:.15	$280,000	X	X	X	X	X	X	X	X	X
Clovis	FRE500573		Alluvial	2LD to 4LD West of Armstrong and 2LD to 4LD East of Armstrong, Sidewalks, Bike Lanes, Street Lights, Landscaping, and Fiber Optics	From:Armstrong To:1/4 E ast (McKelvy) Dist:.25	$1,900,000		X	X	X	X	X	X	X	X
Clovis	FRE500597		Alluvial	2 LU to 3 LU w/ WLTL	From:Halifax To:Minnewawa Dist:.3	$350,000		X	X	X	X	X	X	X	X
Clovis	FRE500598		Alluvial	2 LU to 3 LU W/2 WLTL, and Fiber Optics	From:Fowler To:Armstrong Dist:.5	$3,900,000				X	X	X	X	X	X
Clovis	FRE500599		Alluvial	Unconstructed to 4 LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, and Fiber Optics	From:Locan To:Nees Dist:.50	$5,500,000		X	X	X	X	X	X	X	X
Clovis	FRE500600		Alluvial	Unconstructed to 4 LD, Construct Bridge at Enterprise Canal, Sidewalks, Bike Lanes, Street Lights, and Curb and Gutter	From:Temperance To:Locan Dist:.5	$6,000,000		X	X	X	X	X	X	X	X
Clovis	FRE500912		Alluvial (Owens Mountain Pkwy)	2LD to 2LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, and Fiber Optics	Intersection From:DeWolf To:168 Dist:.25	$1,400,000		X	X	X	X	X	X	X	X
Fresno County	FRE500603		American	2 LU to 4 LD	SR 41 to SR 99	$10,250,000								X	X
Fresno	FRE501740		Annadale	New 3 LU with bike lanes, sidewalks, curb and gutter	From: West To: Fruit Dist: .5	$1,000,000						X	X	X	X
Clovis	FRE500607		Armstrong	2LU to 3LU 2WLTL, Sidewalk, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics, and Utility Relocation	From:Alluvial To:Nees Dist:.5	$2,100,000				X	X	X	X	X	X
Clovis	FRE500608		Armstrong	2LU to 3LU, w/TWLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Utility Relocation, Fiber Optics	From:Herndon To:Alluvial Dist:.5	$2,100,000				X	X	X	X	X	X
Clovis	FRE500609		Armstrong	2LU to 4LU or 3 LU, w/TWLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Utility Relocation, Fiber Optics	From:Ashlan To:Gettysburg Dist:.5	$1,900,000		X	X	X	X	X	X	X	X
Clovis	FRE500914		Armstrong	3LU to 3LU w/ TWLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	Intersection From:Nees To:Teague Dist:.50	$2,600,000					X	X	X	X	X
Fresno	FRE500584		Armstrong	Unconstructed to 4 LD with bike lanes and sidewalks, curb and gutter	From:Burgan To:Fancher Creek Drive Dist:.1	$310,000						X	X	X	X
Fresno	FRE500610		Armstrong	2 LU to 4 LU with bike lanes and sidewalks, curb and gutter	From:California To:Hamilton Dist: .4	$1,640,000							X	X	X
Fresno	FRE500611		Armstrong	2 LU to 4 LU with bike lanes, sidewalks and Mill Ditch bridge widening curb and gutter	From:Belmont To:Dakota Dist: 2.5	$10,250,000							X	X	X
Fresno	FRE500612		Armstrong	2 LU to 4 LU with bike lanes and sidewalks, curb and gutter	From:Jensen To:California Dist:1	$4,100,000							X	X	X
Fresno	FRE501741		Armstrong	3 LU to 4 LU with bike lanes, sidewalks, curb and gutter	From: Butler To: Kings Canyon Dist: .5	$1,450,000						X	X	X	X
Caltrans	FRE500490		Ashlan	Grade separation	UPRR to SR99	$7,600,000								X	X
Clovis	FRE500454		Ashlan	2LU to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Utility Relocation, Fiber Optics, Traffic Signal at Ashlan and McCall	From:Thompson To:McCall Dist:.5	$5,400,000					X	X	X	X	X
Clovis	FRE500471		Ashlan	2LU to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Utility Relocation, Fiber Optics, Traffic Signal at Ashlan and Highland	From:Highland To:Thompson Dist:.5	$4,500,000		X	X	X	X	X	X	X	X
Clovis	FRE500615		Ashlan	3LD to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Utility Relocation, Fiber Optics	From:Dewolf To:Leonard Dist:.5	$4,600,000				X	X	X	X	X	X

			Description				Conformity Analysis Year (project open to traffic)								
Jurisdiction / Agency	TIP/RTP Project ID	CTIPs Project ID	Facility Name/Route	Type of Improvement	Project Limits	Estimated Cost	2019	2020	2021	2023	2026	2029	2031	2037	2042
Clovis	FRE500616		Ashlan	2LU to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	From:Leonard To:Highland Dist:.50	$3,800,000	X	X	X	X	X	X	X	X	X
Fresno	FRE500574		Ashlan	3 LD to 4 LD with bike lanes and sidewalks,curb & gutter	From:Grantland To:Bryan Dist:.5	$1,550,000							X	X	X
Fresno	FRE500613		Ashlan	2, 3 and 4 LU to 4 LD with bike lanes and sidewalks,curb & gutter	From:Maroa To:Blackstone Dist:.5	$1,550,000				X	X	X	X	X	X
Fresno	FRE500617		Ashlan	2 LU to 4 LD with bike lanes and sidewalks	From:Polk To:Cornelia Dist:.5	$1,500,000					X	X	X	X	X
Fresno	FRE500618		Ashlan	2 LU to 4 LD with bike lanes and sidewalks,curb & gutter	From:Bryan To: Polk Dist:.5	$4,650,000							X	X	X
Fresno	FRE500619		Ashlan	Unconstructed to 4 LD	From:Garfield To:Grantland Dist:.5	$1,550,000					X	X	X	X	X
Clovis	FRE500624		Barstow	2LU to 2LU w/2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Utility Relocation, Fiber Optics, Traffic Signals at Barstow and DeWolf & Leonard	From:Dewolf To:Leonard Dist:.5	$4,300,000				X	X	X	X	X	X
Fresno	FRE500621		Barstow	2 LU to 4 LU	From:Grantland To:Bryan Dist:.5	$1,450,000			X	X	X	X	X	X	X
Fresno	FRE500622		Barstow	Unconstructed to 4L	From:Bryan To:Hayes Dist:.5	$1,450,000			X	X	X	X	X	X	X
Fresno	FRE500626		Barstow	3 LU to 5 LU with bike lanes and sidewalks, curb & gutter	From:Maroa To:Blackstone Dist:.5	$1,500,000							X	X	X
Fresno	FRE500627		Barstow	2 LU to 5 LU with bike lanes and sidewalks,curb & gutter	From:Chestnut To:Willow Dist:.5	$1,500,000							X	X	X
Fresno	FRE501742		Barstow	3 LU to 5 LU with bike lanes and sidewalk	From:Veterans To:Island Waterpark Dist:0.5	$1,500,000						X	X	X	X
Clovis	FRE500629		Behymer	2LU to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	From:Willow To:Minnewawa Dist:1	$8,800,000				X	X	X	X	X	X
Clovis	FRE500630		Behymer	2LU to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	From:Minnewawa To:Sunnyside Dist:1.0	$8,800,000				X	X	X	X	X	X
Fresno	FRE500628		Behymer	3 LD to 4 LD with sidewalks, bike lanes,curb & gutter	From:Maple To:Chestnut Dist:.5	$620,000					X	X	X	X	X
Fresno	FRE501743		Behymer	3 LD to 4 LD with bike lanes, curb, gutter & sidewalks	From:Chestnut To:Willow Dist:0.4	$1,240,000						X	X	X	X
Fresno	FRE500631		Belmont	3 LD to 4 LD (add WB Lane), bike lane, gutter, curb and sidewalk	From:Clovis To:Armstrong Dist:1.5	$4,650,000							X	X	X
Fresno	FRE500632		Belmont	3 LD to 4 LD (add WB lane), bike lane and sidewalks	From:Fowler To:Armstrong Dist:.5	$900,000					X	X	X	X	X
Fresno	FRE500633		Belmont	2 LU to 4 LD with sidewalks,gutter, curb and bike lanes	From:Armstrong To:Temperance Dist:.5	$1,550,000							X	X	X
Fresno	FRE500634		Belmont	2 LU to 5 LU with bike lanes, gutter, curbs and sidewalks	From:Cornelia To: Marks Dist:2.0	$96,000,000								X	X
Kingsburg	FRE500635		Bethel	Bethel-SR 99 to Kern: 2 L to 4 L	From:SR 99 To:Kern Dist:1.3	$2,250,000					X	X	X	X	X
Sanger	FRE170004		Bethel	Bethel Ave from Annandale Ave to Jensen Ave. Grind/Overlay, Widening and bicycle lanes. Replacement of existing damaged curb and gutter, sidewalk, and other concrete improvements, and construction of curb ramps where they are non-compliant.	Annadale Ave to Jensen Ave	$1,018,000		X	X	X	X	X	X	X	X
Sanger	FRE500997		Bethel	Widen to 4-lane divided arterial and rehabilitate roadway	From UPRR To Jensen	$1,000,000				X	X	X	X	X	X
Sanger	FRE501802		Bethel	Widen North Ave bridge over C&K Canal	Bethel Avenue at Lone Tree Canal (at Central Avenue)	$8,000,000									X
Sanger	FRE501803		Bethel	Widen to 4-lane divided arterial and rehabilitate roadway	From UPRR to SR 180	$2,000,000								X	X
Sanger	FRE501804		Bethel	Widen to 4-lane divided arterial and rehabilitate roadway	From North Ave to Central Ave	$2,000,000									X
Fresno	FRE500638		Brawley	2 LU to 4 LU, 2 LU to 3 LU with bike lanes, sidewalks, curb, gutter	From:Clinton To:Parkway Dist:1.5	$6,150,000							X	X	X
Fresno	FRE500640		Brawley	2 LU to 4 LD with bike lanes, sidewalks, curb, gutter	From:Palo Alto To:Herndon Dist:.3	$930,000					X	X	X	X	X

Regionally Significant Project Listing

			Description				Conformity Analysis Year (project open to traffic)								
Jurisdiction / Agency	TIP/RTP Project ID	CTIPs Project ID	Facility Name/Route	Type of Improvement	Project Limits	Estimated Cost	2019	2020	2021	2023	2026	2029	2031	2037	2042
Fresno	FRE500641		Brawley	2 LU to 4 LD with bike lanes, sidewalks, curb, gutter	From:S of Shaw To:Ashlan Dist:1	$3,100,000							X	X	X
Fresno	FRE501744		Brawley	2 LU to 4 LU with bike lanes, sidewalks, curb, gutter	From:Belmont To:Clinton Dist: 1.5	$3,625,000						X	X	X	X
Fresno	FRE501745		Brawley	2 LU to 5 LU with bike lanes, sidewalks, curb and gutter	From: Belmont To: Madison Dist: .5	$1,500,000				X	X	X	X	X	X
Fresno	FRE501075		Broadway	Unconstructed to 2 LU with sidewalks	From:Fresno To:Tuolumne Dist:0.2	$400,000							X	X	X
Fresno	FRE500645		Bryan	Unconstructed to 3 LU with bike lanes, sidewalks, curb, gutter	From:Belmont To:McKinley Dist:1	$2,000,000								X	X
Clovis	FRE500648		Bullard	2LU to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	From:Locan To:DeWolf Dist:.5	$5,000,000		X	X	X	X	X	X	X	X
Clovis	FRE500649		Bullard	3LD to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics, Traffic Signal at Bullard and Locan	From:Megan To:Locan Dist:.1	$2,100,000		X	X	X	X	X	X	X	X
Clovis	FRE500651		Bullard	2LU to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics, and Bridge at Enterprise Canal, Traffic Signal at Bullard and DeWolf	From:DeWolf To:Leonard Dist:.5	$5,000,000		X	X	X	X	X	X	X	X
Clovis	FRE500652		Bullard	2LU to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics, Traffic Signal at Bullard and Leonard	From:Leonard To:Highland Dist:.5	$5,400,000					X	X	X	X	X
Fresno	FRE500455		Bullard	4 LU to 2 LD	From:Fruit To:Palm Dist:.5	$2,000,000							X	X	X
Fresno	FRE500576		Bullard	5 LD to 6 LD with bike lanes and sidewalks,curb & gutter	From:Blackstone To:Fresno Dist:.5	$2,050,000								X	X
Fresno	FRE500647		Bullard	2LU to 5 LU with bike lanes and sidewalks, curb & gutter	From:Grantland To:Bryan Dist:.5	$1,500,000			X	X	X	X	X	X	X
Fresno	FRE501715		Bullard	Extension of Bullard Avenue to Veterans Boulevard; 2 lane divided Bullard Avenue, asphalt concrete curb, concrete median island, storm drain, sewer main, water and recycled water mains,and traffic signal	From: Bullard Ave. north of Carnegie Ave. to Veterans Blvd.	$5,117,000	X	X	X	X	X	X	X	X	X
Fresno	FRE501746		Bullard	2 LU to 5 LU with bike lanes and sidewalk	From:Figarden To:Brawley Dist:0.2	$600,000						X	X	X	X
Fresno	FRE500512		Bullard Diagonal	Unconstructed to 4 LD with bike lanes, sidewalks,curb & gutter	From:Carnegie To:Veterans Dist:.6	$1,860,000				X	X	X	X	X	X
Reedley	FRE500764		Buttonwillow	Roadway widening - 2 to 4 lanes	Manning to Parlier	$2,400,000						X	X	X	X
Reedley	FRE500764		Buttonwillow	Roadway widening - 2 to 4 lanes	Huntsman to Dinuba	$2,190,000						X	X	X	X
Fresno	FRE111343		California	Widen from 2 lane undivided to 4 lane divided arterial(Measure C Project H2 in the Urban Regional Program)	Fruite to Ventura	$9,384,000						X	X	X	X
Fresno	FRE500487		California	Unconstructed to 4 LU with bike lanes, sidewalks, curb and gutter	From:Fowler To:Armstrong Dist:.5	$1,450,000							X	X	X
Fresno	FRE500657		California	Unconstructed to 4 LD with bike lanes and sidewalks, curb and gutter	From:Armstrong To:Temperance Dist:.25	$775,000							X	X	X
Fresno	FRE501747		California	2 LU to 4 LD with bike lanes, sidewalks, curb, gutter and Class I trail	From: Fruit to Elm Dist: 1	$3,100,000						X	X	X	X
Fresno	FRE501748		California	2 LU to 4LU with bike lanes, sidewalks, curb and gutter	From: Clovis to Preuss Dist: .12	$492,000						X	X	X	X
Kerman	FRE501789		California	Construct 2 LD Collector,Median, Sidewalks, Bike Lanes, Curb and Gutter, Streetlights	Modoc to 0.25 Mile East	$1,300,000					X	X	X	X	X
Sanger	FRE501805		California	Construct California Ave bridge over Fowler Switch Canal	California Avenue at Fowler Switch Canal (w/o Academy)	$10,000,000					X	X	X	X	X
Fresno	FRE500664		Cedar	4 LD to 6 LD with bike lanes, sidewalks, curb, gutter	From:Belmont To:Turner Dist:.12	$492,000							X	X	X
Fresno	FRE501749		Cedar	4 LD to 6 LD with bike lanes, sidewalks, curb, gutter	From:Tulare To:Belmont Dist:0.25	$1,025,000						X	X	X	X

Regionally Significant Project Listing

			Description				Conformity Analysis Year (project open to traffic)								
Jurisdiction / Agency	TIP/RTP Project ID	CTIPs Project ID	Facility Name/Route	Type of Improvement	Project Limits	Estimated Cost	2019	2020	2021	2023	2026	2029	2031	2037	2042
Fresno	FRE190015		Central	Central Ave from Cedar Ave to Orange Ave; Widen roadway from 2 lanes to 3 lanes, curb, gutter, curb ramps, and northside sidewalk	Cedar to Orange	$3,340,000				X	X	X	X	X	X
Fresno	FRE501493		Central	2 LU to 3 LU with bike lanes, sidewalks, curb and gutter	From: Cedar To: Maple	$2,000,000						X	X	X	X
Fresno County	FRE500473		Central	2 LU to 4 LD	Golden State Boulevard to Willow Avenue	$1,577,000								X	X
Fresno County	FRE500585		Central	2 LU to 4 LD	Willow Avenue to Clovis Avenue	$4,731,000								X	X
Fresno County	FRE500667		Central	2 LU to 4 LD	SR 99 SB off-ramp to Golden State Blvd.	$356,000								X	X
Fresno	FRE500577		Chestnut	3 LU to 5 LU with bike lanes, gutter, curb and sidewalks	From:Barstow To:Bullard Dist:.5	$1,500,000							X	X	X
Fresno	FRE500670		Chestnut	3 LU to 4 LU with bike lanes, sidewalks, curb and gutter	From:International To:Copper Dist: 0.5	$1,550,000					X	X	X	X	X
Fresno	FRE501750		Chestnut	2 LU to 4 LU with bike lanes curb, gutter and sidewalks	From: Behymer To: International Dist: 0.5	$1,450,000				X	X	X	X	X	X
Fresno	FRE501751		Chestnut	3 LD to 4 LD with bike lanes, curb, gutter and sidewalks	From:Herndon To: Shepherd Dist: 2	$12,300						X	X	X	X
Fresno County	FRE500456		Chestnut	2 LU to 4 LD	American Avenue to SR 99	$3,154,000								X	X
Fresno	FRE500671		Church	3 LD to 4 LD with bike lanes and sidewalks, curb and gutter	From:Sunnyside To:Fowler Dist: 5	$1,550,000					X	X	X	X	X
Fresno	FRE501752		Church	2LU to 4 LU with bike lanes, sidewalks, curb and gutter	From: Maple To: Willow Dist: 1	$2,900,000						X	X	X	X
Kerman	FRE501790		Church	Construct 2 LD Collector,Median, Sidewalks, Bike Lanes, Curb and Gutter, Streetlights	Modoc to Siskiyou	$2,600,000									X
Kerman	FRE501791		Church	Construct 2 LU Collector, Curb and Gutter, Streetlights	Madera to Vineland	$2,300,000						X	X	X	X
Fresno	FRE500586		Clinton	2 LU to 4LU with bike lanes, gutter, curb and sidewalks	From:Clovis To:Fowler Dist:1	$2,900,000							X	X	X
Fresno	FRE500675		Clinton	2 LU to 5 LU with bike lanes, gutter, curb and sidewalks	From:Brawley To:Marks Dist:1	$3,000,000							X	X	X
Fresno	FRE500676		Clinton	2 LU to 5 LU with bike lanes, gutter, curb and sidewalks	From:Polk To:Blythe Ave Dist:1	$3,000,000							X	X	X
Fresno	FRE500677		Clinton	2 LU to 4 LU with bike lanes, gutter, curb and sidewalks	From:Fowler To:Locan Dist:1.5	$4,350,000							X	X	X
Clovis	FRE500680		Clovis	3LD to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics, Traffic Signal at Nees	From:Nees To:Teague Dist:.5	$2,000,000				X	X	X	X	X	X
Clovis	FRE500681		Clovis	Construct new 6L Divided Arterial, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics, Traffic Signal at Perrin	From:Behymer To:Shepherd Dist:1.0	$11,000,000		X	X	X	X	X	X	X	X
Clovis	FRE500682		Clovis	Unconstructed to 6 LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics, Bridge at Enterprise Canal	From:Behymer To:Copper Dist:1	$13,000,000					X	X	X	X	X
Clovis	FRE500687		Copper	2LU to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	From:Willow To:Sunnyside Dist:2.0	$30,000,000						X	X	X	X
Fresno	FRE500684		Copper	2 LU to 4 LD with bikelane, sidewalk, curb & gutter	From:Chestnut To:Willow Dist: .5	$1,550,000			X	X	X	X	X	X	X
Fresno	FRE500685		Copper	3 LD to 4 LD with bike lane, sidewalk, curb & gutter	From:Maple To:Chestnut Dist:.5	$930,000					X	X	X	X	X
Fresno	FRE500686		Copper	3 LD to 4 LD with bike lane, sidewalk, curb & gutter	From:Cedar To:Chestnut Dist:1	$4,100,000							X	X	X
Clovis	FRE500488		Dakota	Unconstructed to 3 LU (2WLTL), Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	From:Leonard To:Highland Dist:.5	$5,000,000		X	X	X	X	X	X	X	X
Fresno	FRE501753		Dakota	Undeveloped to 3 LU with bike lanes, gutter, curb and sidewalk	From:Grantland To:Hayes Dist:1.0	$2,000,000						X	X	X	X
Fresno	FRE500692		Dante	2 LU to 4 LU with bike lanes and sidewalks	From:Bullard To:Cornelia Dist:.4	$1,640,000					X	X	X	X	X
Fresno	FRE500693		Dante	Unconstructed to 3 LU with bike lanes, sidewalks, curb & gutter	From:Cornelia To:Salinas Dist:.3	$600,000					X	X	X	X	X

Regionally Significant Project Listing

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Kerman	FRE501792		Del Norte	Construct 2 LU Collector, Curb and Gutter, Streetlights	Church to UPRR	$2,300,000						X	X	X	X

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Jurisdiction / Agency	TIP/RTP Project ID	CTIPs Project ID	Facility Name/Route	Type of Improvement	Project Limits	Estimated Cost	2019	2020	2021	2023	2026	2029	2031	2037	2042
Clovis	FRE500579		DeWolf	2LU to 4LU W/ TWLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	From:Shaw To:Barstow Dist:.5	$4,500,000		X	X	X	X	X	X	X	X	X
Clovis	FRE500695		DeWolf	2LU to 4LU W/ TWLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	From:Ashlan To:Gettysburg Dist:.5	$4,500,000		X	X	X	X	X	X	X	X	X
Clovis	FRE500697		DeWolf	2LU to 4LU W/ TWLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	From:Barstow To:Bullard Dist:.5	$4,500,000		X	X	X	X	X	X	X	X	X
Clovis	FRE500698		DeWolf	2LU to 3LU, w/2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics, Bridge at Gould Canal	From:Gould Canal To:Ashlan Dist:.25	$2,500,000				X	X	X	X	X	X	X
Clovis	FRE500699		DeWolf	2LU to 4LU, w/ TWLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter and Fiber Optics, Traffic Signal at DeWolf and Loma Vista	From:Gettysburg To:Shaw Dist:.5	$5,000,000		X	X	X	X	X	X	X	X	X
Clovis	FRE500954		DeWolf	2LD to 2LD, Bike Lanes, Sidewalks, Street Lights	Intersection From:Teague To:Nees Dist:.5	$200,000		X	X	X	X	X	X	X	X	X
Reedley	FRE500700		Dinuba	Dinuba Ave Widening Phase 1 - Minor roadway widening & reconstruction	From: Fisher To: Hemlock Ave	$1,200,000				X	X	X	X	X	X	X
Selma	FRE500866		Dinuba	In Selma, on Dinuba Avenue from Golden State to Mitchell Avenue, widening of Dinuba Avenue on the north side of the roadway to full width including curb and gutter, sidewalks, curb returns, and a dedicated right turn at Golden State. Project will provide pedestrian walkways on the north side of the street and mitigate congestion at Golden State by providing for dedicated queing of traffic headed northbound on Golden State.	Dinuba Avenue- From: Golden State To: Mitchell	$1,300,000					X	X	X	X	X	X
Fresno	FRE501754		El Paso	3 LU to 5 LU with sidewalk	From:Ingram To:Blackstone Dist:0.6	$1,800,000						X	X	X	X
Fresno	FRE500711		Fancher Creek	Unconstructed to 2 LD	From:Renn To:Fowler Dist:.15	$232,500			X	X	X	X	X	X	X
Fresno	FRE500712		Fancher Creek	Unconstructed to 3 LU including bike lanes, sidewalks and bridge at Fancher Creek FID Crossing	From:Fowler To:Armstrong Dist:.8	$1,600,000							X	X	X
Clovis	FRE500708		Fowler	2LU to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics, Bridge at Enterprise Canal	From:Nees To:(Shepherd) Enterprise Bridge Dist:1	$10,000,000		X	X	X	X	X	X	X	X
Fresno	FRE500709		Fowler	2 LU to 4 LD with bike lanes, sidewalks, curb and gutter	From:Jensen To:Hamilton Dist:1.25	$3,875,000							X	X	X
Fresno	FRE500710		Fowler	2 LU to 4 LD with bike lanes, sidewalks	From:Belmont To:Gould Canal Dist:3	$9,300,000							X	X	X
Reedley	FRE500713		Frankwood	Roadway widening - 2 to 4 lanes	I Street to Floral Avenue	$4,500,000					X	X	X	X	X
Fresno	FRE500715		Friant	4 LD to 6 LD with bike lanes, sidewalks, curb, gutter	From:Shepherd To:Copper Dist:2.4	$9,840,000							X	X	X
Fresno	FRE500718		G Street	Construct 4-lane facility on new alignment	From:Divisidero To:Belmont Dist:.6	$1,860,000							X	X	X
Fresno	FRE500719		Garfield	2 LU to 3LU with bike lanes, sidewalks, curb, gutter	From:Shields To:Herndon Dist:4	$11,600,000							X	X	X
Clovis	FRE500563		Gettysburg	2LU to 4LU, w/2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	From:Armstrong To:600 feet east Dist:.1	$500,000				X	X	X	X	X	X
Clovis	FRE500587		Gettysburg	Unconstructed to 4LU w/ 2WLTL,Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	From:Highland To:Thompson Dist:.5	$5,500,000					X	X	X	X	X
Clovis	FRE500721		Gettysburg	2LU to 4LU, w/ 2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics, Traffic Signals at Gettysburg and DeWolf & Leonard	From:Dewolf To:Leonard Dist:.5	$3,500,000				X	X	X	X	X	X
Clovis	FRE500722		Gettysburg	Unconstructed to 4LU, w/2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics, Bridge at Dog Creek	From:Leonard To:Highland Dist:.5	$5,100,000		X	X	X	X	X	X	X	X
Fresno	FRE500580		Gettysburg	Unconstructed to 3 LU with bike lanes, sidewalks, curb & gutter	From:Grantland To:Hayes Dist:1	$2,000,000							X	X	X

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Fresno	FRE500720		Gettysburg	Unconstructed to 3 LU with bike lanes, sidewalks west of Hayes; and 4 LU with bike lanes, sidewalks from Hayes to Polk	From:Grantland To:Polk Dist:1.5	$3,000,000							X	X	X
Fresno	FRE500723		Gettysburg	Unconstructed to 3 LU with bike lanes, sidewalks, curb & gutter	From:Polk To:Cornelia Dist:.5	$1,000,000							X	X	X
Fresno	FRE500724		Golden State	2 LU to 4 LU with sidewalks and bike lanes	From:Shaw To:Ashlan Dist:1.3	$3,770,000							X	X	X
Fresno	FRE500725		Golden State	2 LU to 4 LU with bike lanes and sidewalks	From:Veterans To:Shaw Dist:1.8	$5,220,000							X	X	X
Fresno	FRE500726		Golden State	2 LU to 4 LU with sidewalks and bike lanes	From:Herndon To:Veterans Dist:1	$2,900,000							X	X	X
Fresno	FRE500564		Grantland	4 LD to 6 LD with bike lanes, sidewalks, curb, gutter, trail	From:Ashlan To:Holland Dist:.25	$1,600,000					X	X	X	X	X
Fresno	FRE500727		Grantland	2 LU to 6 LD with bike lanes, sidewalks, curb, gutter, trail	From:Shields To:Ashlan Dist:1	$3,500,000							X	X	X
Fresno	FRE500728		Grantland	2 LU to 4 LD with bike lanes, sidewalks, curb, gutter, trail	From:Belmont To:Shields Dist:2	$4,300,000								X	X
Fresno	FRE500729		Grantland	2 LU to 4 LD with bike lanes, sidewalks, curb, gutter, trail	From:Shaw To:Parkway Dist:1.5	$5,550,000							X	X	X
Fresno	FRE500730		Grantland	2 LU to 4 LU with bike lanes, sidewalks, curb, gutter, trail	From:Gettysburg To:Shaw:.5	$2,040,000							X	X	X
Fresno	FRE500732		Hayes	Unconstructed to 4 LU with bike lanes, sidewalks, curb, gutter	From:Shaw To:Barstow Dist:.5	$1,450,000							X	X	X
Fresno	FRE500733		Hayes	2 LU to 4 LU with bike lanes, sidewalks, curb, gutter	From:Veterans Blvd To:Spruce Dist:.6	$2,460,000							X	X	X
Clovis	FRE501718		HERITAGE GROVE MAIN	Unconstructed to 2LU W/ TWLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter	From:Peach To:Minnewawa Dist:0.5	$3,000,000					X	X	X	X	X
Clovis	FRE501719		HERITAGE GROVE MAIN	Unconstructed to 2LU W/ TWLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter	From:Minnewawa To:Clovis Dist:0.25	$1,500,000					X	X	X	X	X
Clovis	FRE501720		HERITAGE GROVE MAIN	Unconstructed to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter	FROM:WILLOW TO:PEACH DIST:0.5	$5,000,000				X	X	X	X	X	X
Clovis	FRE111347	20300000734	Herndon	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)	Locan to De Wolf	$6,201,500		X	X	X	X	X	X	X	X
Clovis	FRE111348	20300000738	Herndon	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)	Intersection Temperance to Locan	$6,201,500		X	X	X	X	X	X	X	X
Clovis	FRE500736		Herndon	2LU to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	From:DeWolf To:McCall Dist:2	$32,000,000							X	X	X
Fresno	FRE110619	20300000664	Herndon	Herndon Westbound Auxiliary Lane-Fresno St to SR 41	Fresno St to SR 41	$920,500	X	X	X	X	X	X	X	X	X
Fresno	FRE111346	20300000731	Herndon	Widen from 4 LD to 6 LD (Measure C Project K10 in the Urban Regional Program)	Weber to Polk	$2,931,000							X	X	X
Fresno	FRE111350	20300000750	Herndon	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)	Polk to Milburn	$13,655,000				X	X	X	X	X	X
Fresno	FRE130010	20300000787	Herndon	Herndon Avenue from Brawley to Blythe; Road Rehabilitation and Widening from 4 to 6 Lanes. (Measure C Project K5B and K5C in the Urban Regional Program)	Brawley to Blythe	$2,864,000	X	X	X	X	X	X	X	X	X
Fresno	FRE500144		Herndon	Construct auxiliary lane on Herndon Avenue and complete the Class 1 bike path/multi-purpose trail on the north side within the project limits.	From:SR 41 To:Fresno St Dist:.13	$533,000			X	X	X	X	X	X	X
Fresno	FRE500740		Herndon	2 LD to 6 LD	From:Brawley To:Milburn Dist:.9	$3,690,000	X	X	X	X	X	X	X	X	X
Fresno	FRE501755		Herndon	2 LD to 6 LD with trail and sidewalk	From:Riverside To:Hayes Dist:0.5	$2,050,000						X	X	X	X
Fresno	FRE501756		Herndon	3 LU to 4 LD with bike lane, trail and sidewalk	From:Parkway To:Golden State Dist:0.2	$620,000						X	X	X	X
Fresno	FRE501757		Herndon	5 LD to 6 LD with sidewalk	From:Hayest To:Spruce Dist:0.6	$2,460,000						X	X	X	X

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Clovis	FRE500742		Highland	Unconstructed to 2L, w/2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	From:Gettysburg To:Shaw Dist:.5	$5,500,000					X	X	X	X	X
Clovis	FRE500743		Highland	2LU to 3LU, w/2WLTL, Sidewalks, Bike Lanes, Street Light, Curb and Gutter, Fiber Optics	From:Dakota To:Ashlan Dist:.5	$5,500,000					X	X	X	X	X
Kerman	FRE501793		Howard	Widen 2 LU to 4 LD, Sidewalks, Bike Lanes, Curb and Gutter, Streetlights	California to Whitesbridge	$5,600,000									
Fresno	FRE500744		Hughes	Unconstructed to 3 LU with bike lanes, sidewalks, curb, gutter	From: North To:Church Dist:1.5	$3,000,000								X	X
Clovis	FRE500748		International	Unconstructed to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	From:Willow To:Minnewawa Dist:1.0	$8,000,000							X	X	X
Clovis	FRE501721		International	Unconstructed to 2LU W/ TWLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	From:Minnewawa To:Clovis Dist:0.25	$1,700,000							X	X	X
Clovis	FRE501722		International	Unconstructed to 2LU W/ TWLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	From:Clovis To:Marion Dist:0.5	$3,400,000							X	X	X
Fresno	FRE501758		International	4 LU to 5LU with bike lanes and sidewalks, curb & gutter	From:Maple To:Chestnut Dist:0.1	$300,000						X	X	X	X
Fresno County	FRE501738		Jayne	2 LU to 4 LD	Glenn Avenue to Interstate 5	$304,000								X	X
Fresno	FRE501759		Jeanne	3 LU to 5 LU with bike lanes and sidewalk	From:Cornelia To:Ellery Dist:0.5	$1,500,000						X	X	X	X
Fresno	FRE500749		Jensen	2 LU to 4 LD with bike lanes, sidewalks, curb, gutter, trail	From:Fruit To:Martin Luther King Blvd Dist:1	$3,700,000							X	X	X
Fresno	FRE500750		Jensen	4 LD to 6 LD with bike lanes, sidewalks, curb, gutter, trail	From:Orange To:Clovis Dist:3.5	$16,450,000								X	X
Fresno	FRE500751		Jensen	4 LD to 6 LD with Class 1 bike path/trail	From:Clovis To:Temperance Dist:2	$9,400,000							X	X	X
Fresno	FRE500752		Jensen	2 LU to 4 LD with bike lanes, sidewalks, curb, gutter, trail	From:Marks To:Fruit Dist:1.5	$5,550,000							X	X	X
Kingsburg	FRE500367		Kamm	Kamm Avenue-Golden State Blvd to 10th Ave: 2 LU to 4 LU	From:Golden State Blvd To:10th Ave Dist:1	$1,250,000					X	X	X	X	X
Kingsburg	FRE500753		Kamm	Kamm Avenue-10th Ave. (Academy) to Madsen: 2 LU to 4 LU	From:10th Ave. (Academy) To:Madsen Dist:1	$850,000					X	X	X	X	X
Kingsburg	FRE500461		Kern	In Kingsburg Widen Kern-Rafer Johnson Drive to 10th from 2 to 4 lanes	From:Rafer Johnson Drive To:10th Dist:N/A	$500,000							X	X	X
Fresno	FRE500370		Kings Canyon	2 LU to 4 LD	From:Chestnut To:Fowler Dist:3	$9,300,000			X	X	X	X	X	X	X
Fresno	FRE500371		Kings Canyon	2 LU to 4 LD with bike lanes, sidewalks	From:Armstrong To:Temperance Dist:1	$3,100,000							X	X	X
Clovis	FRE500373		Leonard	2LU to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics, Bridge at Enterprise Canal, Traffic Signal at Leonard and Shaw	From:Shaw To:Bullard Dist:1.0	$11,000,000		X	X	X	X	X	X	X	X
Clovis	FRE500375		Leonard	3LD to 4LD, North 300 feet is 2LU Bottleneck, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	From:Ashlan To:Gettysburg Dist:.5	$2,500,000				X	X	X	X	X	X
Clovis	FRE500376		Leonard	Unconstructed to 4LD	From:1.0 m N of Shaw (Bullard) To:Tollhouse Dist:1.8	$30,000,000							X	X	X
Clovis	FRE500479		Locan	2LU to 3LU, w/2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics, Bridge at Gould Canal	From:Gould Canal To:Holland Dist:.7	$6,000,000				X	X	X	X	X	X
Clovis	FRE500565		Locan	2LU to 2LU, w/2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	From:Bullard To:Herndon Dist:1	$6,300,000						X	X	X	X
Clovis	FRE500588		Locan	2LU to 3LU w/2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	From:Shaw To:Barstow Dist:.5	$5,000,000				X	X	X	X	X	X
Clovis	FRE500953		Locan	2LU to 2LU, w/2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	Intersection From:Shaw To:Alamos Dist:.2	$900,000				X	X	X	X	X	X
Kerman	FRE501794		Madera	Widen 2 LU to 4 LD, Sidewalks, Bike Lanes, Curb and Gutter, Streetlights	0.12 Mile N/O Whitesbridge to 0.25 N/O Nielsen	$5,040,000						X	X	X	X
Kerman	FRE501795		Madera	Widen 2 LU to 4 LD, Sidewalks, Bike Lanes, Curb and Gutter, Streetlights	Church to 0.25 Mile S/O Jensen	$6,000,000								X	X
Kingsburg	FRE500994		Madsen	In Kingsburg on Madsen Avenue from Kamm Ave to Sierra Street - Widen from 2L to 4L	From:Kamm To:Sierra Dist:1.0	$1,500,000							X	X	X

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Fresno County	FRE500381		Manning	2 LU to 4 LD	Buttonwillow Avenue to Alta Avenue	$11,038,000							X	X	X
Fresno County	FRE500511		Manning	2 LU to 4 LD	Alta Avenue to Hill Avenue	$8,569,000								X	X
Reedley	FRE500761		Manning	Roadway widening - 2 to 4 lanes	Buttonwillow to Englehart	$3,500,000							X	X	X
Fresno	FRE500386		Maple	2 LU to 4 LD with sidewalks and bike lanes, curb, gutter	From:International To:Copper Dist:.5	$1,550,000							X	X	X
Clovis	FRE501723		MARION	Unconstructed to 2LU, w/ 2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	FROM:SHEPHERD TO:PERRIN DIST:0.5	$2,800,000		X	X	X	X	X	X	X	X
Clovis	FRE501724		MARION	Unconstructed to 2LU, w/ 2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	FROM:PERRIN TO: BEHYMER DIST:0.5	$3,000,000					X	X	X	X	X
Clovis	FRE501725		MARION	Unconstructed to 2LU, w/ 2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	FROM:BEHYMER TO:INTERNATIONAL DIST:0.5	$3,300,000							X	X	X
Fresno	FRE500388		Marks	2 LU to 4 LD with sidewalks, curb, gutter	From:Weber To:Dakota Dist:.5	$1,550,000							X	X	X
Fresno	FRE500389		Marks	2 LU to 4 LD with sidewalks and bike lanes, curb, gutter	From:McKinley To:Parkway Dist:1	$3,100,000							X	X	X
Fresno	FRE500390		Marks	2 LU to 4 LD with bike lanes and sidewalks, curb, gutter	From:Neilsen To:McKinley Dist:1.5	$4,650,000							X	X	X
Fresno	FRE500391		Marks	2 LU to 4 LD with sidewalks and bike lanes, curb, gutter	From:Jensen To:Whitesbridge Dist:2	$6,200,000							X	X	X
Fresno	FRE501760		Marks	2 LU to 4 LD with sidewalks and bike lanes, curb, gutter	From:Bullard To:Sierra Dist:0.5	$1,550,000						X	X	X	X
Fresno	FRE501761		Marks	2 LU to 4 LD with sidewalks and bike lanes, curb, gutter	From:Sierra T:Herndon Dist:0.5	$1,550,000						X	X	X	X
Fresno	FRE501762		Marty	2 LD to 4 LD with bike lanes, gutter, curb, sidewalks	From:Weber To:Ashlan Dist:0.5	$1,550,000						X	X	X	X
Clovis	FRE500393		McCall	2LU to 6LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	From:Griffith To:Shaw Dist:1.4	$20,000,000							X	X	X
Clovis	FRE500394		McCall	2LU to 6LD, Sidewalks, Bike Lanes,Street Lights, Curb and Gutter, Fiber Optics	From:Bullard To:Herndon Dist:1	$15,000,000							X	X	X
Clovis	FRE500395		McCall	2LU to 6LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics, Bridge at Enterprise	From:Shaw To:Bullard Dist:1	$15,000,000							X	X	X
Clovis	FRE500396		McCall	Unconstructed to 6 LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	From:Herndon To:Shepherd Dist:2.2	$35,000,000								X	X
Fresno	FRE190001		McKinley	Widening, asphalt overlay and installation of curb, gutter, ramps, signal loop detectors, sidewalks, streetlights, HAWK, signage and striping.	Hughes Ave to Marks Ave	$4,371,000				X	X	X	X	X	X
Fresno	FRE500398		McKinley	Unconstructed to 3 LU with bike lanes, sidewalks	From:Sunnyside To:Fowler Dist:.75	$1,500,000							X	X	X
Fresno	FRE500566		McKinley	Unconstructed to 5 LU with bike lanes, gutter, curb and sidewalks	From:Fowler To:Temperance Dist:1	$3,000,000								X	X
Fresno	FRE500589		McKinley	2 LU to 4 LD with bike lanes, sidewalks	From:Temperance To:Locan Dist:.5	$1,550,000							X	X	X
Fresno	FRE501763		McKinley	2 LD to 4 LD with bike lanes, gutter, curb, sidewalks	From:Polk To:Blythe Dist:1.0	$3,100,000						X	X	X	X
Fresno	FRE501764		McKinley	1 LU to 2 LD Westbound with bike lanes, curb, gutter, sidewalk	From: Hughes To: Marks Dist: .5	$3,000,000							X	X	X
Fresno	FRE501765		McKinley	2 LU to 4 LD with bike lanes, gutter, curb, sidewalks	From:Blythe To:West Dist:2.5	$7,750,000						X	X	X	X
Fresno County	FRE150057		Millerton	Millerton Road - Friant to Table Mountain: Widen from 2 LU to 4 LD	Friant to Table Mountain	$28,152,940					X	X	X	X	X
Clovis	FRE500401		Minnewawa	2LU to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optic, Bridge at Enterprise Canal, and Signals at Copper and International	From:Behymer To:International Dist:0.5	$5,000,000					X	X	X	X	X
Clovis	FRE500463		Minnewawa	2LU to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics, Signals at Perrin and Behymer	From:Shepherd To:Behymer Dist:1	$8,000,000		X	X	X	X	X	X	X	X
Clovis	FRE500480		Minnewawa	3L to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	From:Fir To:Alluvial Dist:.6	$3,000,000		X	X	X	X	X	X	X	X

Regionally Significant Project Listing

			Description				Conformity Analysis Year (project open to traffic)								
Jurisdiction / Agency	TIP/RTP Project ID	CTIPs Project ID	Facility Name/Route	Type of Improvement	Project Limits	Estimated Cost	2019	2020	2021	2023	2026	2029	2031	2037	2042
Fresno	FRE500403		Minnewawa	Unconstructed to 3 LU with bike lanes, gutter, curb and sidewalks	From:Grove To:Church Dist:.3	$600,000							X	X	X
Kerman	FRE501796		Modoc	Construct 2 LD Collector,Median, Sidewalks, Bike Lanes, Curb and Gutter, Streetlights	UPRR to Whitesbridge	$4,600,000						X	X	X	X
Fresno County	FRE092517	20300000577	Mountain View	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)	Bethel to Tulare County Line	$24,848,000	X	X	X	X	X	X	X	X	X
Fresno	FRE501766		Muscat	New 3 LU with bike lanes, sidewalks, curb and gutter	From: Fig To: Elm Dist: .5	$1,000,000						X	X	X	X
Selma	FRE500790		Nebraska	Located in Selma on Nebraska Avenue from Highway 43 to 2nd Street, rehabilitate and widen roadway from 2-lane rural roadway to a 4-lane arterial with bike lanes and sidewalks, providing enhanced access to downtown Selma from Highway 43 and relieve congestion at the Thompson/Highland intersection.	Nebraska- From: Hwy 43 To: 2nd Street	$1,200,000				X	X	X	X	X	X
Clovis	FRE170003		Nees	On Nees Ave from Minnewawa to Clovis Ave; road widening and reconstruction, installation of curbs, gutters, returns, bicycle lanes, sidewalk, adjusting existing utilities, modifying existing traffic signal signalization, installing traffic striping, markings and signage, and street lights.	Minnewawa to Clovis Ave	$1,961,000		X	X	X	X	X	X	X	X
Clovis	FRE500407		Nees	2LU to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optic	From:Temperance To:Locan Dist:.5	$4,500,000		X	X	X	X	X	X	X	X
Clovis	FRE500408		Nees	3LD to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optic, Traffic Signal at Nees and Armstrong	From:Armstrong To:Temperance Dist:.50	$5,000,000				X	X	X	X	X	X
Clovis	FRE500410		Nees	2LU to 4LD Complete incomplete portions, Traffic Signal at Nees and Sunnyside	From:Clovis To:Fowler Dist:.50	$5,000,000				X	X	X	X	X	X
Clovis	FRE500411		Nees	3LD to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	From:Minnewawa To:Clovis Dist:.50	$4,500,000		X	X	X	X	X	X	X	X
Clovis	FRE500412		Nees	2LU to 4LD Complete Incomplete Street Portions, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	From:Fowler To:Armstrong Dist:.5	$5,500,000					X	X	X	X	X
Clovis	FRE500413		Nees	Unconstructed to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	From:Locan To:Alluvial Alignment Dist:.50	$5,000,000				X	X	X	X	X	X
Fresno	FRE501767		Nees	3 LD to 4 LD with bike lanes and sidewalk	From:Cedar To:Maple Dist:0.1	$310,000						X	X	X	X
Fresno	FRE500414		Neilson	Unconstructed to 3 LU with bike lanes, sidewalks	From:Blythe To:Brawley Dist:.5	$1,000,000								X	X
Kerman	FRE501797		Nielsen	Construct 2 LD Collector,Median, Sidewalks, Bike Lanes, Curb and Gutter, Streetlights	Madera to Sycamore	$7,800,000									
Fresno	FRE500418		North	2 LU to 5 LU with bike lanes, sidewalks, curb and gutter	From:Cedar To:Chestnut Dist:1	$3,000,000								X	X
Fresno	FRE500481		North	Reconstruct interchange to widen North Ave to 4 lanes from Orange to Cedar, including signalization and widening of the freeway ramps, bike lanes and sidewalks	From:Orange To:Cedar Dist:.5	$2,050,000							X	X	X
Fresno	FRE501768		North	2 LU to 4 LU with bike lanes, sidewalks, curb and gutter	From: Elm To: Hwy 41 Dist: .25	$1,025,000						X	X	X	X
Fresno	FRE501769		North	2 LU to 4 LU with bike lanes, sidewalks, curb and gutter	From: Chestnut To: Willow Dist: .5	$2,050,000						X	X	X	X
Fresno	FRE501770		North	2 LU to 4 LU with bike lanes, sidewalks, curb and gutter	From: 41 To Orange Dist: 2.25	$9,225,000						X	X	X	X
Fresno	FRE501771		North	2 LU to 5 LU with bike lanes, sidewalks, curb and gutter	From: Willow To Minnewawa Dist: 1	$3,000,000						X	X	X	X
Fresno	FRE501772		North	2 LU to 5 LU with bike lanes, sidewalks, curb and gutter with Class 1 bike path/trail	From: Fig To: Elm Dist: .5	$1,500,000						X	X	X	X

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Fresno	FRE501072		O	Reconstruct O Street as 2 LU with bike lanes and sidewalks from Tuolumne to Stanislaus	From:Stanislaus To:Tuolumne Dist:0.1	$145,000							X	X	X
Huron	FRE501786		O	O St to 9th St - Construct 2 lane collector street	From: O St To:9th St	$1,100,000							X	X	X
Fresno	FRE500423		Olive	2 LU to 5LU with bike lanes, gutter, sidewalk and sidewalks	From: MarksTo: SR 99 Dist:3.8	$11,400,000							X	X	X
Fresno	FRE500568		Olive	2 LU to 5 LU with bike lanes, gutter, curb and sidewalks	From:Clovis To:Temperence Dist:2	$5,800,000							X	X	X
Fresno	FRE500427		Parkway Drive	2 LU to 4 LD with bike lanes and sidewalks	From:Shaw To:Barstow Dist:.5	$1,550,000							X	X	X
Fresno	FRE501773		Parkway Drive	3 LU to 4 LD with bike lanes, sidewalks, curb, gutter	From:Herndon To:99 Dist:0.15	$465,000						X	X	X	X
Clovis	FRE500428		Peach	2LU to 4LU, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics, Utility Relocation, Traffic Signal at Sierra and Peach	From:Sierra To:Magill Couplet Dist:.25	$3,000,000					X	X	X	X	X
Clovis	FRE500429		Peach	2LU to 4LU, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics, Signals at Perrin and Behymer	From:Shepherd To:Behymer Dist:0.5	$3,000,000		X	X	X	X	X	X	X	X
Clovis	FRE500430		Peach	2LU to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics, Bridge at Enterprise Canal, Signals at Copper and International	From:Behymer To:Copper Dist:1	$12,000,000					X	X	X	X	X
Fresno	FRE111316	20300000729	Peach	Widen Peach, Jensen to Butler to 4 Lanes (Measure C Project I2A, I2B, I2C in the Urban Regional Program)	Jensen to Butler	$9,970,000						X	X	X	X
Fresno	FRE500431		Peach	2 LU to 4 LD	From:Kings Canyon To:Belmont Dist:1	$3,100,000			X	X	X	X	X	X	X
Fresno	FRE500432		Peach	2 LD to 4 LD with bike lanes, gutter, curb and sidewalks	From:North To:Jensen Dist:1	$3,100,000							X	X	X
Clovis	FRE500433		Perrin	Unconstructed to 4LU, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	From:Peach To:Minnewawa Dist:.5	$3,000,000		X	X	X	X	X	X	X	X
Clovis	FRE500434		Perrin	Unconstructed to 4LU, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	From:Willow To:Peach Dist:.5	$3,000,000		X	X	X	X	X	X	X	X
Clovis	FRE500435		Perrin	Unconstructed to 4LU, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	From:Minnewawa To:Clovis Dist:.5	$3,000,000		X	X	X	X	X	X	X	X
Clovis	FRE501726		Perrin	Unconstructed to 4LU, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	From:Clovis to:Sunnyside Dist:.5	$3,000,000		X	X	X	X	X	X	X	X
Coalinga	FRE501737		Phelps	Demolition of existing roadway, complete roadway reconstruction, curb and gutter, sidewalk, curb ramps, street lights, class I mulit-trail, traffic striping and traffic signage	From:Posa Chanet Blvd to City Limits	$1,200			X	X	X	X	X	X	X
Clovis	FRE501727		PLYMOUTH	Unconstructed to 2LU, w/ 2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	FROM:WILLOW TO:PEACH DIST:0.25	$1,500,000				X	X	X	X	X	X
Clovis	FRE501728		PLYMOUTH	Unconstructed to 2LU, w/ 2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	FROM:PEACH TO:MINNEWAWA DIST:0.25	$1,500,000				X	X	X	X	X	X
Fresno	FRE190002		Polk	Westside widening, asphalt overlay and installation of curb, gutter, ramps, signal loop detectors, sidewalks, streetlights, HAWK, signage & striping	Gettysburg to Shaw	$4,197,000				X	X	X	X	X	X
Fresno	FRE500436		Polk	2 LU to 4 LU with bike lanes, sidewalks, curb, gutter	From:Bullard To:Herndon Dist:1	$2,900,000							X	X	X
Fresno	FRE500437		Polk	Widen from 2 LD to 4 LD with bike lanes, sidewalks, curb, gutter	From:Olive To:McKinley Dist:.5	$1,550,000							X	X	X
Fresno	FRE500438		Polk	Unconstructed to 4 LD with bike lanes, sidewalks, curb, gutter	From:Olive To:Belmont Dist:.5	$1,550,000								X	X
Fresno	FRE500439		Polk	NB 1 LU to 2 LD, and Acacia to Gettysburg SB 1 LU to 2 LD with bike lanes and sidewalks, curb, gutter	From:Gettysburg To:Shaw Dist:.5	$1,550,000								X	X	X
Fresno	FRE500440		Polk	2 LU to 4 LD with bike lanes, sidewalks, curb, gutter	From:McKinley To:Shields Dist:1	$3,100,000									X	X

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Fresno	FRE500441		Polk	2 LU to 4 LD with bike lanes, sidewalks, curb, gutter	From:Shields To:Gettysburg Dist:1.5	$4,650,000								X	X
Clovis	FRE501729		PRYOR	Unconstructed to 2LU, w/ 2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	FROM:PEACH TO:MINNEWAWA DIST:0.5	$3,000,000				X	X	X	X	X	X
Clovis	FRE501730		PRYOR	Unconstructed to 2LU, w/ 2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	FROM:WILLOW TO:PEACH DIST:0.25	$1,500,000				X	X	X	X	X	X
Fresno	FRE500642		Riverside	2 LU to 4 LU with sidewalks, bike lanes, curb & gutter	From:Herndon To:Spruce Dist:.3	$1,230,000					X	X	X	X	X
Fresno	FRE500472		Riverside (Bullard Diag)	2 LD to 4 LD with bike lane and sidewalk, curb & gutter	From:Cresta To:Veterans Dist:.2	$1,550,000			X	X	X	X	X	X	X
Fresno	FRE500646		Riverside (Bullard Diag)	2 L to 4 LD with bike lanes, sidewalks	From:Herndon To:Cresta Dist:.6	$1,860,000			X	X	X	X	X	X	X
Fresno	FRE501774		Roeding	2 LD to 4 LD with bike lanes, sidewalks, curb, gutter	From:Kearney To:Nielsen Dist:0.35	$1,085,000						X	X	X	X
Fresno	FRE500447		Shaw	4 LD to 6 LD (retrofit)	From:Blythe To:Brawley Dist:0.5	$2,050,000							X	X	X
Fresno	FRE500482		Shaw	2 LU to 6 LD	From:Veterans Blvd To:Golden State Dist:.8	$3,280,000							X	X	X
Fresno	FRE500591		Shaw	2 LU to 4 LD with bike lanes, sidewalks	From:Garfield To:Veterans Blvd Dist:.8	$3,000,000							X	X	X
Fresno	FRE501078		Shaw	2 LU to 4 LD with bike lanes, sidewalks, curb & gutter, traffic signals and synchronization	From:Garfield To:Polk Dist:2	$6,200,000							X	X	X
Fresno	FRE501775		Shaw	3 LD to 4 LD with bike lanes and sidewalk	From:Polk To:Cornelia Dist:0.5	$1,550,000						X	X	X	X
Fresno	FRE501776		Shaw	4 LD to 6 LD with bike lanes and sidewalk	From:Cornelia To:Brawley Dist:1.0	$4,100,000						X	X	X	X
Fresno County	FRE500448		Shaw	2 LU to 4 LD	McCall Avenue to Academy Avenue	$13,140,000								X	X
Clovis	FRE500492		Shepherd	2LU to 3LD, Sidewalks, Bike Lanes, Street Lgihts, Curb and Gutter, Fiber Optics	From:Clovis To:Fowler Dist:1	$10,000,000		X	X	X	X	X	X	X	X
Clovis	FRE500493		Shepherd	2LU to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optic	From:Tollhouse To:Del Rey Dist:1.5	$20,000,000							X	X	X
Clovis	FRE500494		Shepherd	3LU to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics, Traffic Signal at Shepherd and Peach	From:Willow To:Clovis Dist:1.5	$14,000,000		X	X	X	X	X	X	X	X
Clovis	FRE500496		Shepherd	3LD to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics, Traffic Signal at Shepherd and Locan	From:Temperance To:Dewolf Dist:1	$10,000,000					X	X	X	X	X
Clovis	FRE500498		Shepherd	3LD to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	From:Clovis To:Fowler Dist:1	$9,000,000		X	X	X	X	X	X	X	X
Clovis	FRE500499		Shepherd	3LD to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics, Traffic Signal at Shepherd and Armstrong	From:Fowler To:Armstrong Dist:.5	$6,000,000					X	X	X	X	X
Clovis	FRE500500		Shepherd	3LU to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	From:Armstrong To:Temperance Dist:.5	$5,000,000					X	X	X	X	X
Fresno	FRE500495		Shepherd	2 LD to 4 LD with sidewalks, curb & gutter	From:Chestnut To:Willow Dist:.5	$930,000						X	X	X	X
Fresno	FRE500497		Shepherd	3 LD to 4 LD with bike lanes and sidewalks, curb & gutter	From:Cedar To:Maple Dist:.5	$620,000							X	X	X
Fresno	FRE500503		Shields	3 LD to 4 LD with bike lanes, gutter, curb and sidewalks	From:Sunnyside To:Fowler Dist:.4	$1,240,000					X	X	X	X	X
Fresno	FRE500449		Sierra	Unconstructed to 3 LU with bike lanes, sidewalks, curb & gutter	From:Bullard Diagonal To:Carnegie Dist:.3	$600,000							X	X	X
Fresno	FRE500505		Sierra	2 LU to 4 LU	From:SR 41 Bridge To:Fresno St Dist:.2	$580,000							X	X	X
Fresno	FRE501777		Sierra	2 LU to 4 LU with bike lanes and sidewalk	From:Blackstone To:Fresno Dist:0.5	$1,450,000						X	X	X	X
Kingsburg	FRE500466		Sierra	2 LU to 4 LU	From:Bethel Ave To:Sixth St Dist:.8	$1,250,000					X	X	X	X	X
Fresno	FRE500506		Sierra/Dante	2 LU to 5 LU with bike lanes, sidewalks, curb & gutter	From:Polk To:Escalon Dist:.5	$1,450,000							X	X	X
Kerman	FRE501798		Siskiyou	Construct 2 LD Collector,Median, Sidewalks, Bike Lanes, Curb and Gutter, Streetlights	0.25 Mile S/O Jensen to Jensen	$1,300,000									
Fresno	FRE501778		Sommerville	3 LD to 4 LD w/ BL, G, C, SW	From:Plymouth To:Chestnut Dist:0.2	$620,000						X	X	X	X
Fresno	FRE500509		Spruce	Unconstructed 5 LU with bike lanes, gutter, curb and sidewalks.	From:Riverside To: Strother Dist: .25	$1,500,000							X	X	X

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Orange Cove	FRE501800		SR 63, Hills Valley Road	Widen to 4-lane arterial and rehabilitate roadway	From Park to Clayton	$3,500,000									X
Kingsburg	FRE500450		Stroud	In Kingsburg widen Stroud Avenue from 10th to Simpson from 2 lanes to 4 lanes	From:10th To:Simpson Dist:N/A	$1,250,000							X	X	X
Orange Cove	FRE500893		Sumner	Widen to 4-lane collector and rehabilitate roadway	From Monson to Anchor	$1,750,000		X	X	X	X	X	X	X	X
Clovis	FRE500524		Sunnyside	2LU to 3LU, w/TWLTL, Sidewalks, Bike Route, Street Lights, Curb and Gutter Fiber Optic	From:Bullard To:Tollhouse Dist:.2	$700,000		X	X	X	X	X	X	X	X	X
Clovis	FRE501731		Sunnyside	2LU to 4LU, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optic, Utility Relocation	From:Shepherd To:Perrin Dist:.0.5	$3,000,000		X	X	X	X	X	X	X	X
Fresno	FRE500523		Sunnyside	Unconstructed to 3 LU with bike lanes, sidewalks curb and gutter	From:Clinton To:Fowler & Weldon Dist: 0.3	$600,000							X	X	X
Fresno	FRE500544		Sunnyside McKinley Connector	Unconstructed to 3 LU with bike lanes, sidewalks	From:Sunnyside To:Fowler Dist:.5	$1,000,000							X	X	X
Coalinga	FRE500916		Sunset	On Sunset Street and Van Ness Street-construct single lane roundabout	From:Sunset Street To:Van Ness Ave Dist:.1	$1,000,000	X	X	X	X	X	X	X	X	X
Clovis	FRE501732		SYLMAR	Unconstructed to 2LU, w/ 2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	FROM:SHEPHERD TO:PERRIN DIST:0.25	$1,500,000				X	X	X	X	X	X
Clovis	FRE501733		SYLMAR	Unconstructed to 2LU, w/ 2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	FROM:PERRIN TO: BEHYMER DIST:0.5	$2,600,000				X	X	X	X	X	X
Clovis	FRE501734		Teague	Unconstructed to 2LU, w/ 2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter	From:Marion To:Fowler Dist:0.75	$8,000,000					X	X	X	X	X
Fresno	FRE501779		Teague	2 LU to 5 LU with bike lanes and sidewalk	From:Cedar To:Maple Dist:0.5	$1,500,000						X	X	X	X
Fresno	FRE501780		Teague	2 LU to 5 LU with bike lanes and sidewalk	From:Maple To:Chestnut Dist:0.3	$900,000						X	X	X	X
Fresno	FRE500526		Temperance	2 LU to 6 LD with bike lanes, trail, sidewalks curb and gutter	From:Belmont To:Dakota Dist:2.5	$11,750,000								X	X
Fresno	FRE500527		Temperance	2 LU to 6 LD with bike lanes, trail, sidewalks curb and gutter	From:Jensen To:Belmont Dist:3	$14,100,000								X	X
Clovis	FRE500528		Thompson	Unconstructed to 5LU, w/ 2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	From:Ashlan To:Shaw Dist:1	$10,000,000					X	X	X	X	X
Clovis	FRE500468		Tollhouse	2LU to 3LU, W/2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	From:Locan To:Shepherd Dist:2.3	$18,000,000		X	X	X	X	X	X	X	X
Huron	FRE500808		Tornado	Tornado Ave from Lassen Ave to Azteca Blvd - Construction of new 2 lane collector street	From:Lassen To:Azteca	$950,000	X	X	X	X	X	X	X	X	X
Huron	FRE501787		Tornado	Tornado Ave from Azteca Blvd to O St - Construction of new 2 lane collector street	From:Azteca To:O St	$1,200,000					X	X	X	X	X
Huron	FRE501788		Tornado	Tornado Ave from Lassen Ave to Granada St - Construction of new 2 lane collector street	From:Lassen To:Granada	$900,000					X	X	X	X	X
Fresno	FRE500530		Tulare	Unconstructed to 5 LU with bike lanes, gutter, curb and sidewalks	From:Clovis To:Argyle Dist:.3	$900,000					X	X	X	X	X
Fresno	FRE500532		Valentine	2 LU to 4LU with bike lanes, sidewalks, curb, gutter	From:Weber To:Ashlan Dist:.3	$870,000							X	X	X
Fresno	FRE500571		Valentine	2 LU to 4 LU with bike lanes, sidewalks	From:Ashlan To:Gettysburg Dist:.5	$2,050,000							X	X	X
Fresno	FRE501781		Valentine	Unconstructed to 3LU with bike lanes, sidewalks, curb, gutter	From:Nielsen To:Franklin Dist:0.4	$800,000						X	X	X	X
Fresno	FRE111312	20300000726	Ventura	Widen to 4 LN Divided Arterial (Measure C Project F in the Urban Regional Program)	SR 41 to SR 99	$3,427,000						X	X	X	X
Fresno	FRE111328	20300000735	Veterans	Veterans Blvd./SR 99 Interchange; partial cloverleaf interchange with bridges over SR 99, Golden State Blvd., and southbound off-ramp, 6 lane divided Veterans Blvd., 2 lane connecting street to Golden State Blvd., concrete curb and gutter, concrete median, trail, concrete sidewalks, sewer mains, water and recycled water mains, street lights, landscape and irrigation, and Sierra Ave street improvements to Bullard Ave.	From: Bullard/Riverside to Barstow/Bryan	$86,685,000				X	X	X	X	X	X

			Description				Conformity Analysis Year (project open to traffic)								
Jurisdiction / Agency	TIP/RTP Project ID	CTIPs Project ID	Facility Name/Route	Type of Improvement	Project Limits	Estimated Cost	2019	2020	2021	2023	2026	2029	2031	2037	2042
Fresno	FRE111329	20300000736	Veterans	Phase 1 - Extension of Bullard Ave from 650ft n/o Carnegie Ave to Veterans Blvd; 2 lane divided Bullard Ave, asphalt concrete curb, concrete median island, storm drain, sewer main, water and recycled water mains, and traffic signal Phase 2 – Bridge over UPRR & CHSRA tracks at HWY 99; bridge structure with 6 lane divided Veterans Blvd. Complete 2 lane divided Veterans Blvd from Riverside Dr to new HWY99 bridge, with concrete approaching bridge structure, traffic signal, street lights, water and recycled water mains, storm drains, and vacation, and street alterations to Carnegie Ave. Phase 4a - Extension of Veterans Blvd from Bryan/Barstow to Shaw - 4 lane divided, asphalt concrete curb, concrete median island, trail, traffic signal, water and recycled water mains, landscape and irrigation, and transitional street improvements to Shaw Ave.	From: Shaw to Barstow/ Bryan and Bullard/Riverside to Herndon	$45,940,000			X	X	X	X	X	X	X
Fresno	FRE190016		Veterans	Extension of Veterans Blvd from Riverside/Bullard to Herndon - 6 lane divided, curb & gutter, concrete median island, traffic signals, trail, street lights, Hayes Ave street improvements, water and recycled water mains, landscape and irrigation, and transitional Herndon Ave street improvements.	From: Riverside/Bullard to Herndon Ave	$7,491,000				X	X	X	X	X	X
Fresno	FRE500535		Veterans	Unconstructed 6 LD bike lanes, gutter, curb, sidewalk, trail	From:Browning To:Bullard Dist:.25	$1,175,000					X	X	X	X	X
Fresno	FRE500537		Veterans	Unconstructed 6 LD bike lanes, gutter, curb, sidewalk, trail	From:Holland To:Barstow Dist:1.3	$3,240,000							X	X	X
Fresno	FRE500562		Veterans	Unconstructed 6 LD bike lanes, gutter, curb sidewalks, trail	From: Bullard To: Riverside Dist: .6	$2,530,000						X	X	X	X
Fresno	FRE501782		Veterans	Unconstructed 6 LD bike lanes, gutter, curb, sidewalk, trail	From: Hayes To: Herndon Dist: .7	$4,520,000						X	X	X	X
Clovis	FRE500538		Villa	2LU to 4LD, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	From:Herndon Ave To:Fir Dist:.1	$1,000,000					X	X	X	X	X
Clovis	FRE501735		VILLA	Unconstructed to 2LU, w/ 2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	FROM:SHEPHERD TO:PERRIN DIST:0.25	$1,500,000				X	X	X	X	X	X
Clovis	FRE501736		VILLA	Unconstructed to 2LU, w/ 2WLTL, Sidewalks, Bike Lanes, Street Lights, Curb and Gutter, Fiber Optics	FROM:PERRIN TO: BEHYMER DIST:0.25	$1,500,000				X	X	X	X	X	X
Fresno	FRE500541		Walnut Connector	Unconstructed to 4 LD with bike lanes and sidewalks	From:Fresno To:Walnut Dist:1.1	$3,410,000							X	X	X
Fresno	FRE500543		Weber	2 LU to 4 LD with bike lanes, gutter, curb, sidewalks	From:Marty To:Clinton Dist:2.1	$6,510,000							X	X	X
Fresno	FRE501783		Weber	2 LU to 4 LD with bike lanes, gutter, curb, sidewalks	From:Brawley To:Marty Dist:0.5	$1,550,000						X	X	X	X
Fresno	FRE501784		Whitesbridge	2 LU to 4 LD with bike lanes, gutter, curb, sidewalks	From:Blythe To:Brawley Dist:0.5	$1,550,000						X	X	X	X
Kerman	FRE500888		Whitesbridge	Widen to 4 LD, Sidewalks, Bike Lanes, Curb and Gutter, Streetlights	Modoc to 0.15 miles E/O Vineland	$6,700,000						X	X	X	X
Kerman	FRE501799		Whitesbridge	Widen 3 LU to 4 LD, Sidewalks, Bike Lanes, Curb & Gutter, Streetlights	Goldenrod to Howard	$7,200,000								X	X
Clovis	FRE111303	20300000649	Willow	Construct curb, gutter, AC pavement and pedestrian sidewalk improvements, including ADA compliant curb returns, striping, and the relocation of utilities. Construct outside travel Lane on East side; street lights, median curb, landscaping and bike lane. Measure C Project D3 in the Urban Regional Program.	Alluvial to 1/8 mile North of Alluvial	$693,017	X	X	X	X	X	X	X	X	X

Regionally Significant Project Listing

			Description				Conformity Analysis Year (project open to traffic)								
Jurisdiction / Agency	TIP/RTP Project ID	CTIPs Project ID	Facility Name/Route	Type of Improvement	Project Limits	Estimated Cost	2019	2020	2021	2023	2026	2029	2031	2037	2042
Clovis	FRE500552		Willow	2 LU to 6 LD	From:Alluvial To:1/8 mile north Dist:.13	$508,000	X	X	X	X	X	X	X	X	X
Clovis	FRE500557		Willow	4 LD to 6 LD - Clovis side only	From:International To:Copper Dist:.5	$2,500,000		X	X	X	X	X	X	X	X
Clovis	FRE500757		Willow	Complete widening to 6LD where needed and add bike lanes	From:Barstow To:Copper Ave Dist:5.5	$1,000,000					X	X	X	X	X
Fresno	FRE111306	20300000687	Willow	Willow-International to Copper Southbound: Widen to 3 Lanes(Measure C Project D6 in the Urban Regional Program)	International Ave to Copper Ave	$783,000						X	X	X	X
Fresno	FRE111307	20300000724	Willow	Widen to 3 SB Lanes (Measure C Project D7 in the Urban Regional Program)	Herndon Ave to Alluvial Ave	$5,752,000						X	X	X	X
Fresno	FRE500065		Willow	Southbound 1 lane to 3 lanes including bike lanes, gutter, curb and trail	From:Shepherd Ave To:Copper Dist:2	$4,000,000					X	X	X	X	X
Fresno	FRE500469		Willow	2 LU to 5 LU with bike lanes, gutter, curb and sidewalks	From:Kings Canyon To:Olive Dist:1.5	$4,350,000							X	X	X
Fresno County	FRE500558		Willow	2 LU to 6 LD East (County Side Only)	Shepherd Avenue to Copper Avenue	$3,647,000				X	X	X	X	X	X
Fresno County	FRE500559		Willow	2 LU to 4 LD	Copper Avenue to Friant Road	$4,909,000								X	X

Federally-Funded Non-Regionally Significant Project Listing

			Description				Conformity Analysis Year (project open to traffic)									
Jurisdiction / Agency	TIP/RTP Project ID	CTIPs Project ID	Facility Name/Route	Type of Improvement	Project Limits	Estimated Cost	2019	2020	2021	2023	2026	2027	2029	2031	2037	2042
Clovis	FRE111373	20300000774	N Leonard Ave	Bridge No. 42C0494, N Leonard Ave over Enterprise Canal, 0.16 MI South of Bullard. Replace 2 lane bridge with 4 lane bridge.	Intersection Leonard Avenue to Over Enterprise Canal	$1,467,000				X	X	X	X	X	X	X
Clovis	FRE150054		Owens Mountain Parkway	Constructing a new street, asphalt concrete, aggregate base, constructing a box culvert bridge, adjusting manholes & water valves, striping, curb & gutter, and a raised median.	East of Temperance to Enterprise Canal	$1,403,706		X	X	X	X	X	X	X	X	X
Clovis	FRE150002	20300000868	Peach	Widening, reconstructing and rehabilitation including grinding, new asphalt concrete, aggregate base, and re-striping	Vartikian to Palo Alto	$226,875		X	X	X	X	X	X	X	X	X
Clovis	FRE170005		Villa-Minnewawa	Road widening reconstruction, installation of curbs, gutters, returns, bicycle lanes, sidewalk, median island, adjustment of existing utilities, installation of landscaping, irrigation, traffic striping, marking and signage, and street lights.	Herndon Ave to Alluvial	$2,191,000			X	X	X	X	X	X	X	X

Exempt Project Listing (In $1000)

Jurisdiction/Agency	TIP/RTP Project ID	Facility Name/Route	Project Description	Project Limits	Estimated Cost	Exemption Code
Caltrans	LSTMP496	5	Near Coalinga on Interstate 5 at the Coalinga-Avenal Safety Roadside Rest Area. Repair aging Water and Wastewater Systems.	From: N/A To: N/A Dist: N/A	$6,361	1.15
Caltrans	LSTMP499	5	Near Mendota on Interstate 5, at Tumey Gulch Bridge No. 42-0246L/R. Replace bridge. (G13 Contingency Project)	From: N/A To: N/A Dist: N/A	$16,531	1.19
Caltrans	LSTMP501	5	Interstate 5 near Mendota, from Tuolumne Avenue Overcrossing to north of Route 33. Pavement rehabilitation.	From: Tuolumne Ave To: North of Route 33 Dist: 10.0	$22,790	1.10
Caltrans	LSTMP507	5	Interstate 5 in Fresno Co near Avenal from the Fresno/Kings Co Line to 0.9 mi South of El Dorado Ave OC.; AC Overlay. (TC)	From: County Line To: El Dorado Ave Dist: 10	$4,959	1.10
Caltrans	LSTMP685	5	Near Mendota, from north of Three Rocks Rd to south of Panoche Rd; Pavement rehabilitation, repair culverts and upgrade Transportation Management Systems (TMS) field elements.	From: N/A To: N/A Dist: N/A	$44,710	1.10
Caltrans	LSTMP498	33	Highway 33 in Firebaugh from south of Morris Kyle Drive to Clyde Fannon Drive. Construct continuous accessible pedestrian path to comply with Americans with Disabilities Act (ADA) standards.	From: Morris Kyle Dr To: Clyde Fannon Dr Dist: 1.6	$4,417	3.02
Caltrans	LSTMP506	33	In Kern Co from 0.5 mi North of Jct 33/46 to the Kern/Kings Co Line and In Kings Co from Kings/Kern Co Line to the Kings/Fresno Co Line and in Fresno Co from Fresno/Kings Co Line to 0.3 mi South of Jacalito Cr. - Maintenance Seal Coat	From: County Line To: Jacalito Cr. Dist: 10.7	$885	1.10
Caltrans	LSTMP588	33	Hwy 33 in Fresno County, at Colony Main Canal Bridge No. 42-0031, Helm Canal Bridge No. 42-0033 and Poso Canal Bridge NO. 42-0034; also in Kern County on Route 58 at Main Drain Canal Bridge No. 50-0013. Repair erosion, clean and encase piers in concrete.	From: N/A To: N/A Dist: N/A	$4,727	1.19
Caltrans	LSTMP570	41	On SR41 in Fresno at the South Fresno Viaduct No. 42-0226L/R (between Golden State Blvd and past Broadway). Replace failed joint seals and rehabilitate worn bridge decks with polyester concrete overly.	From: Golden State Blvd To: Broadway Dist: N/A	$9,922	1.10
Caltrans	LSTMP598	41	Highway 41 from O St. UC to Herndon Ave UC; Maintenance Slab Grinding and Replace Joint Seals. (TC)	From: O St To: Herndon Ave Dist: 7.4	$3,275	1.10
Caltrans	LSTMP599	41	In Fresno County, at Route 41 southbound on ramp from eastbound Friant Road. Install concrete guardrail. (TC)	From: EB Friant Rd Ramp To: EB Friant Rd Ramp Dist: N/A	$1,180	1.09
Caltrans	LSTMP609	41	In and near the city of Fresno, from 0.1 mile south of North Avenue to the Madera County line; also on Route 99 (PM 19.36 to PM 21.9), Route 168 (PM R0.2L/R to PM R9.7), and Route 180 (PM R58.55 to PM R59.85). Replace and upgrade existing communication elements for the Traffic Management	From: N/A To: N/A Dist: N/A	$20,424	1.07
Caltrans	LSTMP625	41	Highway 41 near Fresno, from the northbound Ashlan Ave onramp to the northbound Shaw Av offramp; Construct northbound auxiliary lane and add an additional lane to the Shaw Avenue offramp.	From: Ashlan To: Shaw Dist: .70	$22,957	1.07
Caltrans	LSTMP626	41	On SR41 in the city of Fresno, from 0.1 mile south of Jensen Ave Overcrossing to Alluvial Ave Undercrossing; Replace irrigation system with a water efficient system.	From: Jensen Ave To: Alluvial Ave Dist: 10	$2,590	4.09
Caltrans	LSTMP650	41	Highway 41 in Fresno, at the westbound 180 connector ramp; install concrete barrier.	From: 41 To: 180 connector ramp Dist: N/A	$865	1.09
Caltrans	LSTMP684	41	Near Easton, from Elkhorn Ave to North Ave; Construct rumble strips.	From: N/A To: N/A Dist: N/A	$2,930	1.11
Fresno, City of	FRE130037	41	Traffic Signal Synchronization of Arterials and Freeway Crossings: 14 Crossing Locations and 28 Signals City Wide; Install ITS Communications, 2070 controllers, cameras, cabinets, and some detection.	From: N/A To: N/A Dist: 7.08	$2,937	5.07

Exempt Project Listing (In $1000)

Jurisdiction/Agency	TIP/RTP Project ID	Facility Name/Route	Project Description	Project Limits	Estimated Cost	Exemption Code
Caltrans	LSTMP593	43	Highway 43 near Selma, from Kings County Line to East Mountain View Avenue. Construct rumble strips and update pavement delineation.	From: Kings County Line To: E. Mountain View Dist: 7.3	$2,000	1.11
Caltrans	LSTMP495	99	In the City of Fresno, on Highway 99 from Shaw Avenue to Belmont Avenue; Install ramp meters and construct auxiliary lanes.	From: Shaw Ave To: Belmont Ave Dist: N/A	$9,624	1.07
Caltrans	LSTMP497	99	Highway 99 Near Fresno, from the Tulare line to American Ave; also in Tulare County, from 0.9 mile north of Kings River Bridge to Fresno County line. Pave gore and miscellaneous areas, construct maintenance vehicle pull outs and repair irrigation systems.	From: American Ave To: N of Tulare Kings River Bridge Dist: 15.24	$4,653	1.10
Caltrans	LSTMP502	99	Highway 99 in and near Kingsburg, from Route 201 to south of Second Street. Roadway rehabilitation.	From: Route 201 To: Second St Dist: N/A	$47,342	1.10
Caltrans	LSTMP594	99	Highway 99 in and near Selma and Fowler, from 0.1 south of Rose Avenue Undercrossing to Merced Street Undercrossing.	From: Rose To: Merced Dist: 32.4	$99,925	1.10
Caltrans	LSTMP600	99	In Fresno County, on Route 99 at the Central Avenue off ramp; Install signs. (TC)	From: Central Ave Off-Ramp To: Central Ave Off-Ramp Dist: N/A	$1,757	4.11
Caltrans	LSTMP601	99	In Fresno and Madera Counties, on Route 99 at various locations. Landscape mitigation. (TC)	From: Various To: Various Dist: N/A	$1,250	4.09
Caltrans	LSTMP630	99	On Hwy 99 in Fresno County, in and near Fresno, from 0.4 mile south of American Avenue to 0.4 mile north of North Avenue. Environmental engineering for Modifying interchanges. [PPNO6288 combines PA&ED for 3 interchange projects including FRE111355 (CTIPS 20300000756) and FRE111352 (CTIPS 20300000752)]	From: American To: North Dist: N/A	$3,000	4.05
Caltrans	LSTMP665	99	On Highway 99 in the City of Fresno, from south of El Dorado St to Clinton Ave. Rehabilitate roadway, repair or replace culverts, construct pumping plants, and remove or replace bridges. (Long Lead Project)	From: N/A To: N/A Dist: N/A	$375,000	1.10
Caltrans	LSTMP652	145	SR 145 Near Helm, from Kamm Ave to Manning Ave. Pavement rehabilitation.	From: Kamm Ave To: Manning Ave Dist: 5.9	$12,050	1.10
Caltrans	LSTMP686	145	Hwy 145 near Kerman, from Rte 5 to Church Ave; Construct centerline and shoulder rumble strips.	From: Route 5 To: Church Ave Dist: N/A	$5,780	1.11
Caltrans	LSTMP415	168	In Fresno and Clovis, on Highway 168 at various locations from Route 180 to Shepherd Avenue. Roadside maintenance safety improvements.	From: HWY180 To: Shepherd Dist: N/A	$4,129	1.06
Caltrans	LSTMP503	168	Highway 168 in and near Shaver Lake, from east of Warbler Lane to Kaiser Pass Road. Roadway rehabilitation.	From: Warbler Lane To: Kaiser Pass Rd Dist: 20.10	$15,413	1.10
Caltrans	LSTMP563	168	Near Shaver Lake, from west of Prather Pond Road to west of Rancheria Creek Bridge. Repair drainage culverts.	From: N/A To: N/A Dist: N/A	$10,206	1.10
Caltrans	LSTMP586	168	Hwy 168 in Fresno County, between Shepherd Avenue and Lockwood Lane and Lodge Road Park and Ride and Tollhouse/Auberry Roads. Construct centerline rumble strip.	From: N/A To: N/A Dist: N/A	$2,003	1.11
Caltrans	LSTMP608	168	Near Prather, from Sample Road to Oak Creek Road. Upgrade barrier railing, cold plane pavement, place Hot Mix Asphalt (HMA) and Rubberized Hot Mix Asphalt concrete	From: Sample Rd To: Oak Creek Rd Dist: 14.6	$8,126	1.10
Caltrans	LSTMP629	168	In Fresno and Clovis, at various locations between Route 180/168 Separation and Shepherd Ave: Replace black potable water irrigation valves with purple scrubber valves for recycled irrigation water.	From: 180 To: Shepherd Dist: N/A	$2,349	4.09

Exempt Project Listing (In $1000)

Jurisdiction/Agency	TIP/RTP Project ID	Facility Name/Route	Project Description	Project Limits	Estimated Cost	Exemption Code
Caltrans	FRE130063	180	In and near the City of Fresno from 0.2 mile west of Brawley Avenue to 0.2 mile East Teilman Avenue; highway planting. (Measure C Project B3 in the Urban Regional Program)	From: Brawley To: Teilman Dist: 2.60	$6,045	4.09
Caltrans	LSTMP439	180	Near Mendota; HWY 180 at Fresno Slough Bridge No. 42-0041. Repair bridge.	From: N/A To: N/A Dist: N/A	$4,062	1.19
Caltrans	LSTMP500	180	On Highway 180 near Squaw Valley, at Mill Creek Bridge No. 42-0080; also near Cedar Grove at South Fork Kings River Bridge No. 42-0024 PM 130.1. Bridge Rail Upgrade.	From: N/A To: N/A Dist: N/A	$5,384	1.09
Caltrans	LSTMP672	180	Near Kings Canyon National Park, from 19.6 miles east of Route 198 to 20.9 miles east of Hume Lake Road; import fill to stabilize the slope, place RSP with concrete slurry, and repair the roadway.	From: 19.6 m e/o Rt. 198 To: 20.9 m. e/o Hume Lake Rd Dist: 7.6	$2,295	1.12
Kerman, City of	FRE090124	180	Construct new traffic signal at Whitesbridge Road and Vineland Avenue	From: N/A To: N/A Dist: N/A	$651	5.02
Caltrans	LSTMP569	198	In and near Coalinga, from Monterey County line to Kings County line at various locations (PM 0.0/42.7), install	From: Monterey County Line To: Kings County Line Dist: N/A	$1,652	1.11
Caltrans	LSTMP587	198	Hwy 198 in Fresno County, at various locations (also in Kern County on Route 119 at various locations), replace damage drainage systems.	From: N/A To: N/A Dist: N/A	$3,472	1.10
Caltrans	LSTMP627	198	In Fresno County, on Route 198 at various locations. Improve drainage facilities by repairing or replacing culverts.	From: Various To: Various Dist: N/A	$24,560	1.10
Caltrans	FRE111349	269	Near Huron, from 1.1 miles North of Palmer Avenue to 0.4 miles South of Route 198. Construct new bridge and raise profile grade. (Measure C Project G in the Rural Regional Program)	From: SR198 To: Huron Dist: N/A	$30,250	1.19
Kingsburg, City of	LSTMP637	18th Ave	West-side of 18th Ave from Sierra St to Stroud Ave; Construct sidewalks	From: Sierra To: Stroud Dist: N/A	$229	3.02
Firebaugh, City of	FRE190004	8th St	8th Street from P St to SR33; Rehab and Construction of pedestrian facilities, including sidewalks, curb, gutter, and ramps	From: P St To: SR33 Dist: N/A	$343	3.02
Fresno, City of	LSTMP550	Abby St	Abby Street from Divisadero to Olive; AC Overlay and installation of curb ramps, signal loop detectors, signage and striping.	From: Divisadero To: Olive Dist: 1	$1,524	1.10
Sanger, City of	FRE070617	Academy Ave.	Academy Ave between North and 11th. Combination overlay/reconstruction and widening to add turn lanes.	From: North To: 11th Dist: N/A	$5,150	1.10
Orange Cove, City of	FRE150013	Adams	Adams Avenue from Friant-Kern Canal to Hills Valley Road; Reconstruction of existing pavement, including installation of asphalt concrete dikes, installation of street lights and pavement striping and markings.	From: Friant-Kern Canal To: Hills Valley Road Dist: .11	$208	1.10
Fowler, City of	FRE130019	Adams Ave	Adams Avenue from Golden State Blvd. to 5th Street; Phase 1 of Reconstruction	From: Golden State Blvd To: 5th Street Dist: 0.27	$385	1.10
Fowler, City of	LSTMP613	Adams Ave	Adams Ave from 5th St to Merced St; Rehabilitation of pavement and pedestrian facilities	From: 5th St To: Merced St Dist: N/A	$499	1.10
Fowler, City of	LSTMP660	Adams Ave	Adams Ave from Merced St to Temperance Ave; Pavement and pedestrian facility rehabilitation	From: Merced St To: Temperance Ave Dist: 0.45	$530	1.10
Fresno County	FRE150024	Adams Ave	Adams Avenue from Cherry Avenue to Clovis Avenue; Shoulder Improvements. Construct 4-foot wide paved shoulders on each side of existing 24-foot travel-way.	From: Cherry Ave To: Clovis Ave Dist: 4.54	$1,750	1.04

Exempt Project Listing (In $1000)

Jurisdiction/Agency	TIP/RTP Project ID	Facility Name/Route	Project Description	Project Limits	Estimated Cost	Exemption Code
Orange Cove, City of	LSTMP519	Adams Ave	Adams Ave from Jacobs Ave (Center St) to 4th St; Reconstruct/repave road with aggregate base and hot mix asphalt, replacement of existing damaged curb and gutter, miscellaneous concrete repairs, and construction of curb ramps where they are non-compliant	From: Jacobs Ave To: 4th St Dist: .22	$388	1.10
Fresno County	LSTMP450	Adams Ave.	BRIDGE NO. 42C0557, ADAMS AVE, OVER FOWLER SWITCH CANAL, 0.33 MI W OF MCCALL AVE. Scour countermeasure project.	From: Over Fowler Switch Canal To: 0.33 Miles West of McCall Ave. Dist: N/A	$296	4.01
Parlier, City of	LSTMP638	Alley s/o Chavez Elementary	Alley South of Chavez Elementary School between J St and H St; Alley paving and valley gutter installation	From: J St To: H St Dist: N/A	$251	1.10
Clovis, City of	LSTMP513	Along northside of Hwy 168	Shepherd Avenue to DeWolf Avenue, along the north side of State Route 168, south of Harlan Ranch: Complete final design and secure NEPA approval, then construct 1.6 miles of a 12-foot asphalt concrete trail, landscaping, irrigation system, electrical system, and security lighting infrastructure.	From: Shepherd Ave To: DeWolf Ave Dist: N/A	$1,366	3.02
Fresno County	FRE130007	American Ave	American Avenue from SR 99 to Temperance Avenue; Reconstruction of approximately 1.4 miles of American Avenue, from the eastern right-of-way of SR99 to Clovis Avenue, and place approximately 2 miles of HMA overlay, from Clovis Avenue to 100 feet east of Temperance Avenue. The work also includes realignment and signalization of the currently-substandard intersection of American Avenue and Golden State Boulevard.	From: SR 99 To: Temperance Ave Dist: 3	$2,833	1.10
Fresno County	LSTMP534	American Ave	American Ave from Madera Ave to Placer Ave; Shoulder improvements - construct 4ft wide paved shoulders on each side of existing 24ft travel way. N/S of American Ave from Plumas to Humbolt; Construct 12ft V-ditch. N/S of American Ave from American Ave Landfill entrance to 875ft e/o Landfill entrance; Construct 12ft storage lane and 4ft shoulder.	From: Madera Ave To: Placer Ave Dist: 5.9	$2,610	1.04
Clovis, City of	LSTMP561	Armstrong Ave	Armstrong Avenue from Barstow Avenue to Bullard Avenue; Road rehabilitation: grinding, new asphalt concrete, adjusting utilities, constructing ADA and signal pedestrian improvements, installing traffic devices and loops, and re-striping.	From: Barstow Ave To: Bullard Ave Dist: 0.5	$866	1.10
Fresno, City of	LSTMP558	Ashlan Ave	Ashlan Avenue from First Street to Millbrook Avenue; AC Overlay and installation of curb ramps, signal loop detectors, signage and striping.	From: First St To: Millbrook Ave Dist: 0.5	$566	1.10
Fresno, City of	LSTMP645	Ashlan Ave	ITS Ashlan Ave from Cornelia Ave to Blackstone Ave; Install ITS synchronization, communications, 2070L controllers, cameras, detection, vaults and cabinets	From: Cornelia Ave To: Blackstone Ave Dist: 5	$1,954	5.07
California State University, Fresno	FRE150027	Barstow Ave	Within City of Fresno - Construct bike lane on north side of Barstow (University owned) from Cedar Ave to Chestnut Ave (1 mile). Includes widening road and new vehicle right turn lane at northeast corner of Barstow and Cedar Avenues.	From: Cedar Ave To: Chestnut Dist: 1	$0	3.02
Clovis, City of	LSTMP618	Barstow Ave	Barstow Ave from Minnewawa Ave to Clovis Ave; Road rehabilitation, including curb, signal, signage, detector loops, and striping	From: Minnewawa To: Clovis Dist: .5	$579	1.10
Fresno, City of	FRE150047	Barstow Avenue	City of Fresno; Barstow Avenue from Blackstone to Maroa; bike lanes and sidewalks.	From: Blackstone Ave To: Maroa Ave Dist: 1.8	$0	3.02
Fresno, City of	LSTMP556	Belmont Ave	Belmont Ave from Cedar Ave to Chestnut Ave; AC Overlay and installation of curb ramps, signal loop detectors, signage and striping.	From: Cedar Ave To: Chestnut Ave Dist: 1	$1,418	1.10

Exempt Project Listing (In $1000)

Jurisdiction/Agency	TIP/RTP Project ID	Facility Name/Route	Project Description	Project Limits	Estimated Cost	Exemption Code
Sanger, City of	LSTMP542	Bethel	Bethel Ave from Edgar Ave to North Ave. Installation of bicycle lane striping and signage. Bethel Ave from Edgar Ave to Annadale Ave Northbound. Construction of 8' Class II bicycle lane, curb, gutter and 5' sidewalk.	From: Annadale Ave To: North Ave Dist: 0.5	$440	3.02
Kingsburg, City of	FRE150010	Bethel Avenue	Bethel Avenue from SR99 SB Ramps to Golden State; Pavement Reconstruction Improvements	From: SR 99 SB Ramps To: Golden State Dist: .38	$419	1.10
Fresno County	LSTMP675	Biola Ave	Biola Ave from Shaw Ave to G St, and C St from Biola Ave to e/o Biola Ave; Install sidewalk, curb ramps, and curb and gutter.	From: Shaw Ave To: G St Dist: N/A	$1,364	3.02
Mendota, City of	LSTMP605	Black/5th	Reconstruct 5th Street from Oller (SR 180) to Quince St, and Black Ave from Rowe Ave to Sorensen Ave, including upgrades to curb, gutter, sidewalk, curb ramps, drive approaches, and alley approaches. (TC)	From: Rowe/Oller To: Sorenson/Quince Dist: N/A	$697	1.10
Fresno, City of	LSTMP490	Blackstone	Blackstone Avenue from Dakota to Shields; AC Overlay	From: Dakota To: Shields Dist: .5	$1,526	1.10
Fresno, City of	LSTMP491	Blackstone and Abby	Blackstone from Divisadero to Shields; Installation of lighting along Blackstone and Abby	From: Divisadero To: Shields Dist: 2.25	$1,750	1.18
Fresno, City of	LSTMP434	Blackstone Ave	Blackstone Avenue from Shaw to Ashlan; AC Overlay	From: Shaw To: Ashlan Dist: N/A	$2,536	1.10
Fresno, City of	LSTMP549	Blackstone Ave	Blackstone Avenue from Dakota to Ashlan; AC Overlay and installation of curb ramps, signal loop detectors, signage and striping.	From: Dakota Ave To: Ashlan Ave Dist: .50	$2,232	1.10
Fresno, City of	LSTMP546	Blackstone/Abby Ave	Blackstone/Abby Ave from Divisadero Ave to McKinley Ave; Install adaptive ITS system, vaults, cabinets, cameras, detection, and synchronize corridor.	From: Divisadero To: McKinley Dist: 1.5	$1,657	5.07
Fresno, City of	LSTMP545	Blackstone/Friant	Blackstone/Friant Ave from McKinley Ave to Shepherd Ave; Install adaptive ITS system, upgrade detection, and synchronize corridor.	From: McKinley To: Shepherd Dist: 7.2	$2,772	5.07
Fresno, City of	LSTMP568	Bullard Ave	Bullard Avenue from Blackstone Ave to Nantucket Ave, Palm Ave to West Ave, and Sequoia Dr to Marks Ave; AC Overlay and installation of curb ramps, signal loop detectors, signage and striping. (City of Fresno's portion of a joint project with the County of Fresno)	From: Blackstone To: Marks Dist: 2.2	$1,058	1.10
Fresno, City of	LSTMP617	Bullard Ave	Bullard Ave from First St to Cedar Ave; AC Overlay, plus curb ramp improvements, signal loop detectors, signange, striping, and Class II bike lane	From: First To: Cedar Dist: 1	$1,934	1.10
Fresno, City of	LSTMP457	Butler	City of Fresno; Butler Avenue from Hazelwood Avenue to Peach Avenue; Restripe to create Class II Bike Lanes.	From: Hazelwood To: Peach Dist: N/A	$274	3.02
Kerman, City of	FRE130011	California and May Ave	California and May Avenue from Vineland Avenue to Goldenrod Avenue; Reconstruction	From: Vineland Ave To: Goldenrod Ave Dist: .5	$740	1.10
Kerman, City of	FRE150042	California Ave	California Avenue from Del Norte Avenue to First Street; Construct 10' wide sidewalk	From: Del Norte Ave To: First Street Dist: .23	$180	3.02
Coalinga, City of	LSTMP654	Cambridge Ave	Northside of Cambridge Ave from Monterey Ave to e/o Sunset St (Segment 13), and Northside of Coalinga Sports Complex from e/o Sunset St to Elm Ave (Segment 14); Construct Class 1 paved multi-use trail	From: Monterey Ave To: Elm Ave (SR33) Dist: 1.03	$550	3.02
Orange Cove, City of	FRE130053	Center St	Center Street from Park Avenue to Railroad Avenue; Pedestrian Trail Connection	From: Park Ave To: Railroad Ave Dist: 0.03	$42	3.02
Fresno, City of	LSTMP662	Chestnut Ave	Chestnut Ave from Kings Canyon to Butler; Asphalt overlay and installation of curb ramps, signal loop detectors, class II bike lanes, signage and striping	From: Kings Canyon To: Butler Dist: 0.5	$2,084	1.10
Sanger, City of	LSTMP517	Church Ave	Church Ave from Bethel Ave to Greenwood Ave; Grind/overlay of existing asphalt pavement, including replacement of existing damaged curb and gutter, sidewalk, and other concrete improvements, construction of ADA compliant curb ramps where they are non-compliant, striping and signage for a continuous two-way left-turn lane and Class 2 bicycle lanes.	From: Bethel Ave To: Greenwood Ave Dist: .5	$546	1.10
Fresno, City of	LSTMP482	Clinton	Clinton - Maroa to Blackstone. Asphalt concrete overlay, curb ramps, signal loop detectors, and striping.	From: Maroa To: Blackstone Dist: N/A	$640	1.10
Fresno, City of	LSTMP436	Clovis	Clovis Avenue from Jensen to California Alignment/UPRR; AC Overlay	From: Jensen To: California Dist: N/A	$1,541	1.10
Clovis, City of	LSTMP616	Clovis Ave	Clovis Ave from Nees Ave to Alluvial Ave; Street rehabilitation, including curb, signal, signage, detector loops, and striping.	From: Nees Ave To: Alluvial Ave Dist: .5	$1,040	1.10
Fresno, City of	LSTMP537	Clovis Ave	Clovis Avenue from Shields Ave to McKinley Ave. Pedestrian and cycle trail, including benching and landscaping.	From: McKinley Ave To: Dayton Ave Dist: 1.25	$2,505	3.02

Exempt Project Listing (In $1000)

Jurisdiction/Agency	TIP/RTP Project ID	Facility Name/Route	Project Description	Project Limits	Estimated Cost	Exemption Code
Orange Cove, City of	LSTMP548	D Street	D Street from 9th Street to Center Street near McCord Elementary; construct sidewalk and ramps on south side of street.	From: 9th Street To: Center Street Dist: 0.12	$86	3.02
Fresno County	LSTMP465	Dunlap Road	Community of Dunlap; Across Dunlap Road from Dunlap Elementary to Dunlap Leadership Academy; Install in-pavement cross-walk lighting system and construct concrete sidewalk.	From: Dunlap Elementary To: Dunlap Leadership Academy Dist: N/A	$162	3.02
Selma, City of	LSTMP585	E. Floral Ave	East Floral Ave from Union Pacific Railroad (UPRR) to McCall Ave; Rehabilitation by removing/reclaiming the existing roadway section and replacing it with a Hot Mix Asphalt (HMA) overlay	From: UPRR To: McCall Ave Dist: 0.7	$1,117	1.10
Fresno County	LSTMP447	E. Lincoln	BRIDGE NO. 42C0445, E LINCOLN AVE, OVER FOWLER SWITCH CANAL, 0.5 MI E OF LEONARD AVE. Scour countermeasure project. Toll credits programmed for PE, R/W, & CON.	From: Over Fowler Switch Canal To: 0.5 Mile E. of Leonard Ave. Dist: N/A	$296	4.01
Fresno County	LSTMP284	E. Lincoln Ave.	Bridge No. 42C0413, E Lincoln Ave. Over Travers Creek, 0.5 MI East Of Alta Ave. Replace deficient 2 lane timber bridge with new 2 lane concrete slab bridge." Toll credits programmed for PE, RW, and CON.	From: Travers Creek To: 0.5 East of Alta Ave. Dist: N/A	$1,780	1.19
Reedley, City of	LSTMP541	East Ave	East Ave from Lincoln Ave to August Ave. Construct 1,900 feet of sidewalk, install/upgrade curb ramps to meet ADA standards.	From: Lincoln Ave To: August Ave Dist: .36	$538	3.02
Orange Cove, City of	FRE190005	East Railroad	East Railroad Ave from Thirds St to 200' West; Replace existing culverts, construct paving and install storm drain pipeline	From: Third St To: 200' West Dist: .19	$136	1.10
Fresno, City of	FRE110622	Eaton Trail located West of Friant Road	Eaton Trail Resurfacing and Bridge Repairs from 1/4 mile north of Audubon Drive northward to Copper Avenue including two bridge re-decking along the trail	From: 1/4 Mile North of Audubon Dr To: Copper Ave Dist: N/A	$216	3.02
Clovis, City of	LSTMP530	Enterprise Canal	Along Enterprise Canal (east of Temperance) from Alluvial Ave to Tollhouse Rd. Construct a bicycle/pedestrian trail and bridge structure over SR 168.	From: Alluvial Ave To: Tollhouse Rd Dist: .25	$9,380	3.02
Sanger, City of	LSTMP622	Faller Ave	Faller Ave from Church Ave to Florence Ave; Pavement rehabilitation, including curb, gutter, sidewalk, and roadway signage/striping	From: Church Ave To: Florence Ave Dist: .24	$520	1.10
Fresno, City of	LSTMP553	First St	First Street from Alluvial to Herndon Ave; AC Overlay and installation of curb ramps, signal loop detectors, signage and striping.	From: Alluvial Ave To: Herndon Ave Dist: 0.60	$995	1.10
Fresno, City of	LSTMP668	First Street	First Street from Ventura Ave to Nees Ave; Upgrade pedestrian countdown equipment at Twenty-two (22) signalized intersections	From: Ventura Ave To: Nees Ave Dist: N/A	$270	1.06
Coalinga, City of	FRE150003	Forest Avenue	Forest Avenue from 1st Street to 3rd Street; Reconstruction including ADA compliant elements for sidewalks and driveways, replacement of damaged sidewalks, install street lights	From: 1st Street To: 3rd Street Dist: .2	$1,018	1.10
Coalinga, City of	FRE170023	Forest/Truman	Forest/Truman Ave from First St to Elm Ave, and Baker St from Truman Ave to Elm Ave; Demolition of existing roadway, complete roadway reconstruction, construct ADA compliant elements, sidewalk gap closure, street light and storm drain installation, and bicycle lane striping.	From: First To: Elm Dist: 0.24	$1,400	1.10
Clovis, City of	FRE150001	Fowler	Fowler Avenue from Herndon to Tollhouse; grinding, new asphalt concrete, adjusting utilities, constructing ADA and signal pedestrian improvements, installing traffic devices and loops and re-striping	From: Herndon To: Tollhouse Dist: .4	$630	1.10
Fresno County	FRE130039	Fowler Ave	Fowler Avenue from Elkhorn Avenue to Harlan Avenue; Shoulder Improvements Paving/Stabilizations	From: Elkhorn Ave To: Harlan Ave Dist: 3.02	$0	1.04
Fowler, City of	FRE130042	Fowler Ave (West Side)	West Side of Fowler Avenue from Merced Street to Fresno Street; Construct Sidewalk	From: Merced St To: Fresno St Dist: 0.23	$174	3.02
Fresno County	FRE110127	Fowler Avenue	Fowler Avenue: from South Avenue to Elkhorn Avenue; Shoulder Improvements Paving/Stabilization	From: South Avenue To: Elkhorn Avenue Dist: N/A	$4,120	1.04
Fresno, City of	LSTMP551	Friant Rd	Southbound Friant Rd from Champlain to Shepherd; AC Overlay and installation of curb ramps, signal loop detectors, signage and striping.	From: Champlain To: Shepherd Dist: 0.80	$1,063	1.10
Fresno County	LSTMP510	G Street	G street: 5th street to 7th street; Construct sidewalk, curb & gutter, ADA curb ramps, and widen road shoulder. (TC)	From: 5th Street To: 7th Street Dist: N/A	$638	3.02
Fresno County Transportation Authority	FRE111334	Golden State	Corridor Improvements from American to Tulare County Line (Measure C Project F in the Rural Regional Program)	From: American To: Tulare County Line Dist: N/A	$53,724	4.09

Exempt Project Listing (In $1000)

Jurisdiction/Agency	TIP/RTP Project ID	Facility Name/Route	Project Description	Project Limits	Estimated Cost	Exemption Code
Fowler, City of	LSTMP674	Golden State Blvd	Westside of Golden State Blvd from Adams to Clayton; Construct a Class I Bike and Pedestrian path	From: Adams To: Clayton Dist: N/A	$269	3.02
Fowler, City of	FRE130043	Golden State Boulevard	Golden State Boulevard between Manning Avenue and South Avenue; Construct Class I Bike Path	From: Manning Ave To: South Ave Dist: 1.08	$227	3.02
Fowler, City of	FRE090123	Golden State Corridor	Construct bicycle/pedestrian trail along the Golden State Corridor from the City of Fowler south toward Selma.	From: unknown To: unknown Dist: N/A	$298	3.02
Fresno County	LSTMP643	Goodfellow Ave	Goodfellow Ave from 0.71 E/O Channel Rd to Reed Ave. Shoulder improvements; construct 8-foot wide paved shoulders on each side of existing travel way.	From: 0.71 E/O Channel Rd To: Reed Ave Dist: 4	$4,425	1.04
Sanger, City of	LSTMP615	Greenwood Ave	In the City of Sanger on Greenwood Ave from Jensen Ave to Canal Drive; Pavement rehabilitation and reconstruction, including curb, gutter, sidewalk, curb ramps, signage, and striping.	From: Jensen Ave To: Canal Dr Dist: .45	$827	1.10
Fresno, City of	FRE150029	Herndon Ave	ITS Herndon Avenue Corridor from Golden State Boulevard to Willow Avenue; Install adaptive ITS system, upgrade detection and synchronize.	From: Golden State Blvd To: Willow Ave Dist: 10.4	$1,820	5.07
Fresno, City of	LSTMP469	Herndon Ave	City of Fresno; Herndon from Ingram to College; Class I Trail	From: Ingram To: College Dist: 1.8	$324	3.02
Fresno, City of	LSTMP579	Herndon Ave	Herndon Ave between Golden State Blvd and Willow Ave; Upgrade twenty-three (23) signalized intersections with pedestrian countdown head equipment	From: Golden State Blvd To: Willow Ave Dist: 10	$226	1.06
Fresno, City of	LSTMP536	Herndon Canal	Along Herndon Canal from Shields Ave to McKinley Ave. Pedestrian and cycle trail, including benching and landscaping.	From: Shields Ave To: McKinley Ave Dist: 1.35	$2,370	3.02
Fresno, City of	LSTMP195	Herndon Trail	Herndon Avenue Trail Gap from Polk to Milburn Avenues. Construct trail extension to eliminate gaps in the Herndon Trail and connect to existing facilities. Since Herndon Ave is and Expressway, the Herndon Trail provides pedestrians, joggers, and bicyclists a safe path for travel.	From: Polk To: Milburn Dist: N/A	$652	3.02
Fresno, City of	LSTMP460	Hughes	City of Fresno; Hughes Avenue between Hedges and Floradora; Construction of sidewalks.	From: Hedges To: Floradora Dist: N/A	$234	3.02
Fresno County	LSTMP392	Intersection	Intersection of South Bethel and East Manning Avenues; install traffic signals and left-turn pockets	From: S Bethel Ave To: E Manning Ave Dist: N/A	$744	5.02
Fresno County	LSTMP394	Intersection	Intersection of Jensen and Temperance Avenues; Widen roadway; install traffic signals and left-turn pocket	From: Jensen Ave To: Temperance Ave Dist: N/A	$1,220	5.02
Fresno, City of	LSTMP559	Inyo St	Inyo Street AC Overlay from Van Ness Ave to P Street; AC Overlay and installation of curb ramps, signal loop detectors, signage and striping.	From: Van Ness Ave To: P St Dist: N/A	$703	1.10
Fresno County	LSTMP535	Jensen Ave	Jensen Ave from Dickensen to Madera Ave. Shoulder improvements; construct 4-foot wide paved shoulders on each side of existing 24-foot travel way.	From: Dickensen Ave To: Madera Ave Dist: 5.0	$2,243	1.04
Fresno County	LSTMP610	Jensen Ave	Jensen Ave from Fig Ave to Fruit Ave; Road rehabilitation, including bike lanes and curb ramps	From: Fig To: Fruit Dist: 1	$3,944	1.10
Fresno County	LSTMP659	Jensen Ave	Jensen Ave from Fruit Ave to 0.43 miles w/o Fruit Ave; Road rehabilitation, including bike lane striping	From: Fruit Ave To: .43 w/o Fruit Ave Dist: .43	$1,597	1.10
Fresno, City of	LSTMP552	Jensen Ave	Jensen Ave from Cornelia to Chateau Fresno; AC Overlay and installation of curb ramps, signal loop detectors, signage and striping.	From: Cornelia To: Chateau Fresno Dist: 3.0	$3,273	1.10
Fresno, City of	LSTMP557	Jensen Ave	Jensen Ave from State Route 41 to Martin Luther King Jr.; AC Overlay and installation of curb ramps, signal loop detectors, signage and striping.	From: State Route 41 To: Martin Luther King Dist: 1	$1,421	1.10
Fresno County	FRE150026	Kamm Ave	Kamm Avenue from SR145 to Jameson Avenue; Shoulder Improvements. Construct 4-foot wide paved shoulders on each side of existing 24-foot travel-way.	From: SR145 To: Jameson Ave Dist: 6.03	$4,086	1.04
Mendota, City of	LSTMP606	Kate St	Rehabilitation of N. Kate Street from Divisadero Street to I Street	From: Divisadero To: I St Dist: N/A	$451	1.10
Kerman, City of	LSTMP614	Kearney Blvd	Kearney Blvd from Madera Ave (SR145) to Vineland Ave: Pavement rehab and partial reconstruction, including curb, gutter, sidewalk, ADA ramps, signage, striping, and pedestrian crossing at 8th and Kearney.	From: Madera Ave (SR145) To: Vineland Ave Dist: .5	$780	1.10
Huron, City of	FRE020135	Lassen Avenue	In Huron - Install Traffic Signals on Lassen Avenue at 4th and 9th Streets.	From: 4th To: 9th Dist: N/A	$451	5.02
Huron, City of	FRE150008	Lassen Avenue (SR 269)	Lassen Avenue (SR 269) to UPRR crossing between 9th Street and 10th Street; Construct pedestrian sidewalks	From: 9th Street To: 10th Street Dist: .1	$206	3.02
Kingsburg, City of	LSTMP543	Madsen Ave	East Side of Madsen Ave from Stroud Ave to Kamm Ave; Construct bike trail	From: Stroud Ave To: Kamm Ave Dist: 0.50	$409	3.02

Exempt Project Listing (In $1000)

Jurisdiction/Agency	TIP/RTP Project ID	Facility Name/Route	Project Description	Project Limits	Estimated Cost	Exemption Code
San Joaquin, City of	LSTMP639	Main St	Main St at various locations between Manning Ave and California Ave; construct sidewalks At San Joaquin Elementary School San Joaquin Sports Park, and on Main St between Colorado and Nevada Avenues; construct bicycle parking facilities	From: Various To: Various Dist: N/A	$424	3.02
Reedley, City of	LSTMP621	Manning	Manning Ave from Frankwood Ave to Reed Ave; Install sidewalk on north side of street.	From: Frankwood To: Reed Dist: .44	$456	3.02
Parlier, City of	FRE130061	Manning and Mendocino	City of Parlier; Manning Avenue from 650 feet east of Milton to 1350 feet east of Mendocino Avenue; Reconstruction of the eastbound lanes and Manning Avenue at the intersection of Madsen Avenue; Install raised median for turning restrictions and improvements to the westbound and eastbound turning lanes and Mendocino Avenue from Manning Avenue to Progress Drive; resurfacing, reconstruction, and shoulder widening.	From: Various To: Various Dist: N/A	$692	1.10
Fowler, City of	LSTMP661	Manning Ave	Manning Ave from SR99 Northbound On-ramp to Fowler East City Limits; Pavement and pedestrian facilities rehabilitation	From: Golden State Blvd To: East City Limits Dist: 0.25	$501	1.10
Fresno County	LSTMP565	Manning Ave	Manning Ave eastbound from Newmark Ave to Kings River Rd; Hot Mix Asphalt Overlay	From: Newmark Ave To: Kings River Rd Dist: 3.36	$1,526	1.10
Fresno County	LSTMP567	Manning Ave	Manning Ave Westbound from 0.243 mile e/o Mendocino Ave to Kings River; Hot Mix Asphalt (HMA) Overlay	From: Mendocino Ave To: Kings River Dist: 4.12	$1,931	1.10
Parlier, City of	FRE130015	Manning Ave	Manning Avenue Westbound lanes from Newmark Avenue to Zediker Avenue; Miscellaneous deep patch repair, install median curb, resurface roadway, install street lights, install sidewalk	From: Newmark Ave To: Zediker Ave Dist: .5	$1,014	1.10
Parlier, City of	LSTMP516	Manning Ave	Construction of curb, gutter, sidewalk, curb ramps and the addition of a painted bike lane along the north side of Manning Ave between Mendocino Ave and Madsen Ave	From: Mendocino Ave To: Madsen Ave Dist: N/A	$495	3.02
Parlier, City of	LSTMP540	Manning Ave	Manning Ave from Academy to Mendocino. Construction of sidewalk, curb and gutter, and a Class II bike lane along the northside of Manning Ave where the existing sidewalk ends 200 ft east of Academy Ave to 200 ft west of Mendocino Ave.	From: Academy Ave To: Mendocino Dist: .46	$451	4.01
Reedley, City of	FRE040115	Manning Ave	Install sidewalks and ramps on both sides of Manning Ave. between Frankwood and Buttonwillow Ave.	From: Frankwood Ave To: Buttonwillow Ave Dist: N/A	$788	3.02
Reedley, City of	FRE130016	Manning Ave	Manning Avenue from I Street to Buttonwillow Avenue; overlay and slurry seal pavement, traffic signal retrofit and synchronization, medians, lighting, bike lanes, sidewalks and ramps, landscaping, signage, and striping. 3-stage project: Stage 1, I Street to Frankwood Ave, Stage 2: Frankwood to Columbia, Stage 3: Columbia to Buttonwillow	From: I Street To: Buttonwillow Ave Dist: 1.5	$6,059	1.10
Fresno County	LSTMP620	McCall Ave	McCall Ave from Belmont to Ashlan; Overlay and Shoulder Widening, including bicycle striping and markings	From: Belmont To: Ashlan Dist: 3.01	$3,131	1.10
Fresno, City of	LSTMP484	McKinley	McKinley - Marks to Hughes. Asphalt concrete overlay, curb ramps, signal loop detectors, and striping.	From: Marks To: Hughes Dist: N/A	$592	1.10
Fresno, City of	LSTMP653	McKinley Ave	McKinley Ave from Hughes Ave to Marks Ave; Widening - Engineering Studies for widening roadway, asphalt overlay, installation of curb, gutter, ramps, signal loop detectors, sidewalks, streetlights, HAWK, signage and striping.	From: Hughes Ave To: Marks Ave Dist: .5	$204	4.05
Fresno, City of	LSTMP681	McKinley Ave	E/B McKinley from Millbrook to Clovis along north bank of the Mill Ditch canal; Close a 3.5 mile gap in the Midtown Pedestrian trail by constructing paved path, lighting, benches, fencing, drought tolerant landscaping, irrigation, signage and striping.	From: Millbrook To: Clovis Dist: 3.5	$3,491	3.02
Kingsburg, City of	LSTMP656	Mehlert Ave	Mehlert Ave from 12th Ave to 500' e/o 14th Ave, Rehabilitate pavement and pedestrian facilities	From: 12th Ave To: 14th Ave Dist: 0.22	$182	1.10
Parlier, City of	FRE170019	Merced/Tuolumne	Alley between Merced and Tuolumne from from K St to Zediker Ave; Paving and installation of valley gutter of the four unpaved alley segments.	From: K St To: Zediker Ave Dist: .36	$434	1.10
Clovis, City of	FRE111375	Minnewawa	Grind and overlay existing pavement, including concrete sidewalk, ADA improvements, traffic loops, asphalt concrete gridning and utility relocations.	From: Barstow To: Bullard Dist: .50	$310	4.12

Exempt Project Listing (In $1000)

Jurisdiction/Agency	TIP/RTP Project ID	Facility Name/Route	Project Description	Project Limits	Estimated Cost	Exemption Code
Clovis, City of	LSTMP564	Minnewawa Ave	Minnewawa Ave from Barstow Ave to Shaw Ave; AC Overlay.	From: Barstow Ave To: Shaw Ave Dist: N/A	$368	1.10
Coalinga, City of	LSTMP633	Monterey	Monterey Ave between Lucille Ave and Cambridge Ave; Phase 1 of pedestrian and bicycle facilities	From: Lucille To: Cambridge Dist: N/A	$599	3.02
Fresno County	LSTMP367	Mount Whitney Avenue	Mount Whitney Avenue from 2.44 Miles w/o Sonoma Avenue to Sonoma Avenue; Road Reconstruction	From: 0.98 Miles w/o Sonoma Avenue To: Sonoma Avenue Dist: 0.98	$3,000	1.10
Fresno County	LSTMP644	Mountain View Ave	Mountain View Ave from Fowler Ave to McCall Ave. Shoulder improvements; construct 8-foot wide paved shoulders on each side of existing travel way.	From: Fowler Ave To: McCall Ave Dist: 4.22	$3,032	1.04
Fresno County	LSTMP420	N. Frankwood Ave.	BRIDGE NO. 42C0289, N FRANKWOOD AVENUE OVER ALTA MAIN CANAL, 1.15 MI S OF PIEDRA ROAD. Replace two lane bridge with two lane bridge. Toll credits programmed for PE, ROW, and CON.	From: Over Alta Main Canal To: 1.15 Mi. S. of Piedra Rd. Dist: N/A	$3,509	1.19
Calif. Department of Parks and Recreation	LSTMP504	N/A	Composition and printing of Sierra Area trail map.	From: N/A To: N/A Dist: N/A	$19	4.01
Caltrans	LSTMP508	n/a	In the City of Fresno at the intersection of McKinley Avenue and BNSF Railway tracks; eliminate hazards at railroad grade crossing at intersection of McKinley Avenue and BNSF Railway	From: McKinley Ave To: BNSF Dist: N/A	$4,261	1.01
Central Unified School District	FRE130024	N/A	CNG Fueling Center at the Central Unified School District office, 4200 N Grantland Fresno, CA; Construction and Installation of time-fill and fast-fill CNG fuel pumps	From: N/A To: N/A Dist: N/A	$837	2.11
Central Unified School District	LSTMP524	N/A	Central Unified School District; Replace one (1) gross polluting school buses with one (1) alternative fuel compressed natural gas school bus.	From: N/A To: N/A Dist: N/A	$191	2.10
Clovis, City of	FRE092511	N/A	Install traffic signal at Shepherd and paving, curb & gutter, sidewalk, irrigation, street lights, and landscaping. (Measure C Urban Program project E3)	From: Shepherd To: Temperance Dist: N/A	$794	5.02
Clovis, City of	FRE110103	N/A	Shepherd/Minnewawa Intersection; Traffic Signal Installation	From: Shepherd Ave To: Minnewawa Ave Dist: N/A	$1,131	5.02
Clovis, City of	FRE111372	N/A	On the north side of Owens Mountain Pkwy, from DeWolf Ave to Enterprise Ave (Phase III), and on the north side of SR 168, from Nees Ave to Enterprise Canal (Phase IV) , construct a 12-foot asphalt trail including an irrigation system, landscaping, drinking fountains, trail lighting, and other outdoor amenities. On the Sierra Gateway Regional Trail north of SR 168, from Shepherd Ave to DeWolf Ave, south of Harlan Ranch; construct an irrigation system, landscaping, drinking fountains, trail lighting, and other outdoor amenities (Phase II Residual).	From: various To: various Dist: .82	$6,080	3.02
Clovis, City of	FRE130029	N/A	Intersection of Shaw and Sunnyside Avenues; Modify the existing traffic signal to provide additional signal indication, connection to fiber optic communication system, and install ADA improvements.	From: Shaw Ave To: Sunnyside Ave Dist: N/A	$362	5.01
Clovis, City of	LSTMP532	N/A	Intersection of Herndon and Temperance, along the south leg of both northbound and southbound Temperance and along the west leg of eastbound Herndon. Class II bike lane improvements (bicycle pockets). (TC)	From: Herndon To: Temperance Dist: 1.0	$43	3.02
Clovis, City of	LSTMP631	N/A	At the intersection of Armstrong and Nees; Install traffic signal, loop detectors, communication equipment, cameras, right-turn lanes, replace access ramps, and grading/paving	From: Armstrong To: Nees Dist: N/A	$667	5.02
Clovis, City of	LSTMP632	N/A	At the intersection of Shepherd and Peach; Install traffic signal, loop detectors, communication equipment, replace access ramps, and grading/paving	From: Shepherd To: Peach Dist: N/A	$656	5.02
Coalinga, City of	LSTMP403	N/A	Intersection of SR 33 (Elm Ave) and Cambridge Ave; Install traffic signals, signs, striping, sidewalks, curb and gutter, curb ramps, widen pavement, and other safety improvements	From: SR 33 (Elm Ave) To: Cambridge Ave Dist: N/A	$486	1.06
Fresno Area Express (FAX)	FRE021501	N/A	Various Planning Projects/FCOG Staff/Annual Planning Expenses and Special Projects	From: N/A To: N/A Dist: N/A	$8,050	4.01
Fresno Area Express (FAX)	FRE021502	N/A	Various Planning Projects/FAX Staff/Annual Planning Expenses and Special Projects	From: N/A To: N/A Dist: N/A	$7,847	2.01
Fresno Area Express (FAX)	FRE021503	N/A	Preventive Maintenance Expense	From: N/A To: N/A Dist: N/A	$139,281	2.01

Exempt Project Listing (In $1000)

Jurisdiction/Agency	TIP/RTP Project ID	Facility Name/Route	Project Description	Project Limits	Estimated Cost	Exemption Code
Fresno Area Express (FAX)	FRE021504	N/A	Contracted Paratransit Service Operations	From: N/A To: N/A Dist: N/A	$77,303	2.01
Fresno Area Express (FAX)	FRE021506	N/A	Capital Lease - Vehicle Tire Lease	From: N/A To: N/A Dist: N/A	$5,813	2.01
Fresno Area Express (FAX)	FRE021507	N/A	FAX Nonrevenue Vehicle Fleet Expansion/Replacement	From: N/A To: N/A Dist: N/A	$2,213	2.02
Fresno Area Express (FAX)	FRE021510	N/A	Passenger shelters/structures, benches, trash receptacles and lighting; onstreet signs; bus stop repairs; and miscellaneous amenities to benefit transit passengers.	From: N/A To: N/A Dist: N/A	$10,784	2.07
Fresno Area Express (FAX)	FRE041403	N/A	Downtown Circulator Program - provide service in downtown Fresno during peak commute hours. Purchase of two electric buses and recharging station(s).	From: N/A To: N/A Dist: N/A	$3,485	2.10
Fresno Area Express (FAX)	FRE041404	N/A	City of Fresno; Downtown Fresno; Develop and construct intermodal facility.	From: N/A To: N/A Dist: N/A	$2,119	2.08
Fresno Area Express (FAX)	FRE072201	N/A	Provide intergrated & coordinated trip planning and ridesharing services on the internet and via voice recognition telephone services.	From: N/A To: N/A Dist: N/A	$789	2.04
Fresno Area Express (FAX)	FRE092521	N/A	Design/install vehicle parking shelters with solar panels to "green" main FAX facility.	From: N/A To: N/A Dist: N/A	$2,038	2.08
Fresno Area Express (FAX)	FRE092602	N/A	Engineer and remodel FAX buildings, yard, and facilities to meet current capacity needs and ADA requirements.	From: N/A To: N/A Dist: N/A	$13,282	2.08
Fresno Area Express (FAX)	FRE095320	N/A	Bus Stop Numbering in Braille	From: N/A To: N/A Dist: N/A	$85	5.06
Fresno Area Express (FAX)	FRE095321	N/A	Bus Stop Concrete Improvments	From: N/A To: N/A Dist: N/A	$702	5.06
Fresno Area Express (FAX)	FRE095330	N/A	Purchase and install 40 bicycle lockers at transit stops.	From: N/A To: N/A Dist: N/A	$125	2.04
Fresno Area Express (FAX)	FRE110128	N/A	Fresno Area Express will purchase five (5) 40-foot alternative fuel (CNG), low emission replacement buses.	From: N/A To: N/A Dist: N/A	$2,640	2.10
Fresno Area Express (FAX)	FRE111356	N/A	The FAX Bus Rapid Transit (BRT), called the "Q", is a 15.7-mile BRT line that will connect North Fresno, Downtown Fresno, and the Southeast Growth Area. There are 52 stations, including two terminal stations, and a transit center with a shared platform. BRT will also incorporate transit signal priority, real-time bus arrival displays, off-board fare collection, and 17 low-floor, low emission, compressed natural gas buses.	From: N/A To: N/A Dist: N/A	$56,276	4.12
Fresno Area Express (FAX)	FRE111366	N/A	Purchase fixed-route CNG buses to replace end-of-life vehicles or to expand the transit fleet.	From: N/A To: N/A Dist: N/A	$14,723	2.10
Fresno Area Express (FAX)	FRE130009	N/A	Purchase/install new automated farebox system on fixed-route fleet.	From: N/A To: N/A Dist: N/A	$1,678	2.05
Fresno Area Express (FAX)	FRE130035	N/A	Bus Rapid Transit (BRT) operating support costs for first three years of new BRT service.	From: N/A To: N/A Dist: N/A	$4,575	2.01
Fresno Area Express (FAX)	FRE130068	N/A	Create a signalized pedestrian crossing to improve pedestrian safety and connectivity to a major BRT station in Downtown Fresno at Mariposa and Van Ness.	From: N/A To: N/A Dist: N/A	$2,445	2.08
Fresno Area Express (FAX)	FRE130073	N/A	Purchase replacement paratransit cutaway buses, other revenue vehicles (like sedans), and associated radio/GPS and video equipment.	From: N/A To: N/A Dist: N/A	$2,613	2.10
Fresno Area Express (FAX)	FRE130077	N/A	FAX will purchase and install a new Computer Aided Dispatch - Integrated Vehicle Logic Unit (CAD-IVLU) system on its revenue vehicle fleet.	From: N/A To: N/A Dist: N/A	$3,130	2.05
Fresno Area Express (FAX)	FRE130081	N/A	Project administration for FAX capital program.	From: N/A To: N/A Dist: N/A	$1,939	4.01
Fresno Area Express (FAX)	FRE150018	N/A	FAX will procure a new Transit Asset Management System.	From: N/A To: N/A Dist: N/A	$300	4.01
Fresno Area Express (FAX)	FRE150032	N/A	Increase bus stop frequencies on Shaw Ave (Route 9) from current 30-minute frequencies to 15-minute frequencies.	From: N/A To: N/A Dist: N/A	$5,000	2.01
Fresno Area Express (FAX)	FRE170016	N/A	Purchase of 1 CNG bus and operating costs for a 3-year demonstration project for expanded frequency service on Cedar Ave between Fresno State University and Butler Ave.	From: N/A To: N/A Dist: N/A	$1,187	2.10
Fresno Area Express (FAX)	LSTMP472	N/A	Purchase 6 para-transit cutaway buses and the related equipment	From: N/A To: N/A Dist: N/A	$476	2.10

Exempt Project Listing (In $1000)

Jurisdiction/Agency	TIP/RTP Project ID	Facility Name/Route	Project Description	Project Limits	Estimated Cost	Exemption Code
Fresno Area Express (FAX)	LSTMP521	N/A	Manchester Transit Center (MTC), 3590 N. Blackstone Ave, Fresno; Rehabilitate MTC including façade revisions, bus shelter renovations, passenger amenity upgrades, security lighting, additional security camera infrastructure, landscaping, ADA compliant pathways, bus pull-in road repairs, and vehicular traffic upgrades.	From: N/A To: N/A Dist: N/A	$2,000	2.08
Fresno Area Express (FAX)	LSTMP589	N/A	Purchase 6 paratransit cutaway buses and the related equipment	From: N/A To: N/A Dist: N/A	$541	2.10
Fresno Area Express (FAX)	LSTMP634	N/A	Southwest Fresno transit service expansion demonstration project on route 38; to include three years of operating support	From: N/A To: N/A Dist: N/A	$2,673	2.01
Fresno Area Express (FAX)	LSTMP663	N/A	Purchase of electric buses for fixed-route transit service within the City of Fresno	From: N/A To: N/A Dist: N/A	$9,000	2.10
Fresno Area Express (FAX)	LSTMP688	N/A	Purchase 3 paratransit cutaway buses	From: N/A To: N/A Dist: N/A	$306	2.10
Fresno Council of Governments	FRE130084	N/A	Develop a Regional Active Transportation Plan for Fresno County (and the fifteen cities within the County) that identifies necessary bicycle and pedestrian infrastructure projects throughout the County, provides guidance on programs that educate and encourage residents to bike and walk and focuses on ways to improve and expand upon existing bicycle and pedestrian networks.	From: N/A To: N/A Dist: N/A	$150	4.01
Fresno Council of Governments	FRE150028	N/A	Operating support for a downtown Fresno to Yosemite National Park passenger shuttle route. [INCLUDED FOR INFORMATION ONLY]	From: N/A To: N/A Dist: N/A	$3,660	2.01
Fresno County	FRE111376	N/A	Bridge #42C0261-Italian Bar Road over Redinger Lake, 5.7 miles North of Jose Basin Rd; Replace single lane bridge with two lane bridge. (Toll Credits programmed for PE, R/W, & CON)	From: Italian Bar Road To: Over Redinger Lake Dist: N/A	$7,644	1.19
Fresno County	FRE130076	N/A	BRIDGE NO. 42C0267, Millerton Road, Over North Fork Little Dry Creek, .81 Miles East of Auberry Road. Replace structurally deficient single lane bridge with standard two lane bridge. Toll credits programmed for PE, R/W, & CON.	From: Millerton Road To: North Fork Little Dry Creek, .81 Mi E of Auberry Rd Dist: N/A	$2,265	1.02
Fresno County	FRE130078	N/A	BRIDGE NO. 420268, MILLERTON ROAD, OVER LITTLE DRY CREEK, 1.8 MILE E OF AUBERRY ROAD. Replace single lane structurally deficient bridge with stanard two lane bridge. Toll credits programmed for PE, R/W, & CON.	From: Millerton Road To: Little Dry Creek, 1.8 Mi E of Auberry Rd Dist: N/A	$2,261	1.19
Fresno County	FRE130079	N/A	BRIDGE NO. 42C0269, MILLERTON ROAD OVER LITTLE DRY CREEK, 2.6 MILES EAST OF AUBERRY ROAD. Replace single lane bridge as two lane bridge. Toll credits programmed for PE, R/W, & CON.	From: Millerton Road To: Little Dry Creek, 2.6 Mi E of Auberry Rd Dist: N/A	$3,042	1.02
Fresno County	FRE130082	N/A	BRIDGE NO. 42C0264, JOSE BASIN RD, OVER BALD MILL CREEK, 2.3 MI NE/O AUBERRY RD. Replace existing one lane bridge with two lane bridge. Toll credits programmed for PE, ROW, & CON.	From: Jose Basin Rd To: Bald Mill Creek Dist: N/A	$2,778	1.19
Fresno County	FRE150019	N/A	BRIDGE NO. 42C0175, E MANNING AVE, OVER TRAVERS CREEKS, 0.6 MI W ALTA AVE. Replace deficient 2 lane bridge with new 4 lane bridge that will be striped for 2 lanes only.	From: E Manning Ave To: Travers Creek Dist: N/A	$3,994	1.19
Fresno County	LSTMP281	N/A	Bridge NO. 42C0074, W Nees Ave., Over Delta - Medonta Canal, East of Douglas. Replace deficient 2 lane bridge with new 2 lane bridge.	From: Nees Ave To: Delta-Mendota Canal Dist: N/A	$4,613	1.19
Fresno County	LSTMP283	N/A	Bridge No. 42C0343, E McKinley Ave., over Fresno Canal, 0.8 MI East of Academy Ave. Replace deficient 2 lane timber bridge with new 2 lane bridge. Toll credits programmed for PE, RW, and CON.	From: McKinley To: Fresno Canal Dist: N/A	$2,175	1.19
Fresno County	LSTMP285	N/A	Bridge No. 42C0417, E. Parlier Ave. Over Travers Creek , 0.2 MI E Englehart Ave. Replace deficient 2 lane bridge with new 2 lane bridge. Toll credits programmed for PE, RW, and CON.	From: E Parlier Ave. To: Travers Creek Dist: N/A	$1,480	1.19
Fresno County	LSTMP286	N/A	BRIDGE NO. 42C0502, E. Lincoln Ave. Over Wahtoke Creek, 0.32 Mi. W Buttonwillow Ave. Replace deficient 2 lane bridge with new 2 lane bridge. Toll credits programmed for PE, RW, and CON.	From: Lincoln AVE To: WAHTOKE CREEK Dist: N/A	$2,049	1.19

Exempt Project Listing (In $1000)

Jurisdiction/Agency	TIP/RTP Project ID	Facility Name/Route	Project Description	Project Limits	Estimated Cost	Exemption Code
Fresno County	LSTMP406	N/A	Intersection of Barstow Avenue and Fruit Avenue; upgrade traffic signals, install protected left-turn phasing	From: Barstow Ave To: Fruit Ave Dist: N/A	$720	1.06
Fresno County	LSTMP407	N/A	Intersection of Bethel Avenue and Mountain View Avenue; upgrade traffic signals, install protected left-turn phasing	From: Bethel Ave To: Mountain View Ave Dist: N/A	$1,599	1.06
Fresno County	LSTMP411	N/A	BRIDGE NO. 42C0066, W Manning Ave, Over James Bypass Overflow, 3.8 Miles West of SR 145. Replace structurally deficient two lane bridge with standard two lane bridge.	From: W Manning Ave To: James Bypass Overflow, 3.8 miles W of SR 145 Dist: N/A	$5,916	1.19
Fresno County	LSTMP412	N/A	BRIDGE NO. 42C0067, W Manning Ave Over James Bypass Overlfow, 3.2 Miles East of Colorado. Replace two lane bridge and two lane bridge.	From: W Manning Ave To: James Bypass Overflow, 3.2 Miles E of Colorado Dist: N/A	$3,067	1.19
Fresno County	LSTMP413	N/A	BRIDGE NO. 42C0078, Lost Hills Ave, over Jacalitos Creek, Jacalitos Creek Rd. Replace two lane structurally deficient bridge with standard two lane bridge. Toll credits programmed for PE, R/W, and CON.	From: Lost Hills Ave To: Jacalitos Creek, Jacalitos Creek Rd Dist: N/A	$5,016	1.19
Fresno County	LSTMP414	N/A	BRIDGE NO. 42C0270, Millerton Road, Over Little Dry Creek, 3.93 Miles East of Auberry Rd. Replace two lane functionally obsolete bridge with standard two lane bridge. Toll credits programmed for PE, R/W, & CON.	From: Millerton Road To: Little Dry Creek, 3.93 Mi E of Auberry Rd Dist: N/A	$2,746	1.19
Fresno County	LSTMP417	N/A	BRIDGE NO. 42C0099, ENNIS RD OVER SAND CREEK, 0.3 MIS GEORGE SMITH RD. Replace two lane bridge with two lane bridge. Toll credits programmed fro PE, ROW & CON.	From: Ennis Road To: Sand Creek Dist: N/A	$2,590	1.19
Fresno County	LSTMP418	N/A	BRIDGE NO. 42C0134, BURROUGH VALLEY RD OVER DRY CREEK, JUST E/O TOLLHOUSE RD. Replace timber two lane bridge with two lane bridge.	From: Burrough Valley Rd To: Dry Creek Dist: N/A	$3,945	1.19
Fresno County	LSTMP419	N/A	BRIDGE NO. 42C0276, S ENGLEHART AVENUE OVER REEDLEY MAIN CANAL, 0.3 MILES NORTH OF AMERICAN AVENUE. Replace two lane bridge with two lane bridge. Toll credits programmed for PE, ROW, and CON.	From: S Englehart Ave To: Reedley Main Canal Dist: N/A	$1,520	1.19
Fresno County	LSTMP421	N/A	BRIDGE NO. 42C0317, WATTS VALLEY RD OVER WATTS CREEK, 5.59 MI E/O PITTMAN HILL. Replace existing timber two lane bridge with two lane bridge. Toll credits programmed for PE, ROW, & CON.	From: Watts Valley Rd To: Watts Creek Dist: N/A	$2,196	1.19
Fresno County	LSTMP422	N/A	BRIDGE NO. 42C0486, N CHATEAU FRESNO OVER HOUGHTON CANAL, 0.5 MI SOUTH OF BELMONT. Replace two lane bridge with two lane bridge. Toll credits programmed for PE, ROW, & CON.	From: N Chateau Fresno To: Houghton Canal Dist: N/A	$2,473	1.19
Fresno County	LSTMP441	N/A	BRIDGE NO. 42C0090, S GOLDEN STATE BL, OVER FOWLER SWITCH CANAL, 0.2 MI OF DINUBA AVE. Replace 4 lane bridge with 4 lane bridge.	From: Golden State To: Fowler Switch Canal Dist: N/A	$2,816	1.19
Fresno County	LSTMP443	N/A	BRIDGE NO. 42C0001, NORTH FORK ROAD, OVER SAN JOAQUIN RIVER, 0.1 MI W/O FRIANT RD. Replace 2 lane bridge with 2 lane bridge.	From: North Fork Rd To: San Joaquin River Dist: N/A	$9,808	1.19
Fresno County	LSTMP444	N/A	BRIDGE NO. 42C0038, E MANNING AVE, OVER FOWLER SWITCH CANAL, 1.0 MI W OF MCCALL AVE. Scour countermeasures project.	From: E Manning Ave To: Fowler Switch Canal Dist: N/A	$326	4.01
Fresno County	LSTMP493	N/A	BRIDGE NO. 42C0097, S EL DORADO AVE, OVER ARROYO PASAJERO, 2.0 MI NORTH OF JAYNE AVE. Replace 2 lane bridge with 2 lane bridge. Toll Credits programmed for PE, R/W & CON.	From: S El Dorado To: Over Arroyo Pasajero Dist: N/A	$6,483	1.19
Fresno County	LSTMP623	N/A	Intersection of Fowler Ave and Olive Ave; traffic signal installation and roadway improvements	From: Olive Ave To: Fowler Ave Dist: N/A	$2,926	5.02
Fresno County	LSTMP651	N/A	BRIDGE NO. 42C0496, N DEL REY AVE, OVER FRESNO CANAL, 0.5 MI SOUTH OF MCKINLEY. Replace 2 lane bridge with 2 lane bridge. Toll credits programmed for PE, ROW, & CON.	From: N Del Rey Ave To: Fresno Canal Dist: N/A	$2,415	1.19
Fresno County	LSTMP670	N/A	At the intersection of Ashlan Ave. and Palm Ave; Upgrade existing 2-phase fixed timed traffic signal to 8-phase to include, but not limited to, left-turn phasing, larger vehicle heads, and new 2070 controller.	From: Ashlan Ave To: Palm Ave Dist: N/A	$956	1.06
Fresno County Economic Opportunities Commission	LSTMP473	N/A	Purchase of 4, 16 passenger buses and upgrades and 2 minivans.	From: N/A To: N/A Dist: N/A	$387	2.10

Exempt Project Listing (In $1000)

Jurisdiction/Agency	TIP/RTP Project ID	Facility Name/Route	Project Description	Project Limits	Estimated Cost	Exemption Code
Fresno County Economic Opportunities Commission	LSTMP590	N/A	Purchase 6 Starcraft Class C Buses. (TC)	From: N/A To: N/A Dist: N/A	$433	2.10
Fresno County Economic Opportunities Commission	LSTMP689	N/A	Purchase of 3, 20 passenger buses with ADA Equipment (TC)	From: N/A To: N/A Dist: N/A	$257	2.10
Fresno County Rural Transit Agency	FRE111358	N/A	Annual Operating Budget and Preventive Maintenance	From: N/A To: N/A Dist: N/A	$33,729	2.01
Fresno County Rural Transit Agency	FRE130080	N/A	Operating Assistance for "Service Expansion" to include passengers who exceed current ADA wheelchair lift standards, to ensure equal access to Public Transit Services.	From: N/A To: N/A Dist: N/A	$292	2.01
Fresno County Rural Transit Agency	FRE150056	N/A	Purchase CNG Replacement Fueling Units	From: N/A To: N/A Dist: N/A	$297	2.05
Fresno, City of	FRE130036	N/A	Intersection of Clinton and Valentine Avenues; Installation of a new traffic signal	From: Clinton Ave To: Valentine Ave Dist: .01	$1,194	5.02
Fresno, City of	FRE150006	N/A	Central and Orange Avenue Intersection; Widen intersection to provide left turn lanes, widen and replace existing box culvert, traffic signal modifications, street lighting, concrete access ramps, signal loop detectors, pedestrian push-button posts, signage and striping.	From: Central To: Orange Dist: .10	$2,465	1.19
Fresno, City of	FRE150046	N/A	City of Fresno; Intersection of Blackstone and Shields; Construction of dual left-turn lanes, traffic signal, and lighting on the eastbound and westbound approaches and elimination of the sweeping right turns and pork chop islands.	From: Blackstone To: Shields Dist: N/A	$2,232	1.05
Fresno, City of	FRE170027	N/A	Intersection of Marks Ave and Neilson Ave; Traffic Signal Installation.	From: Marks Ave To: Nielson Ave Dist: N/A	$468	5.02
Fresno, City of	LSTMP438	N/A	Intersection of Tulare Street and 'N' Street; Install new traffic signal	From: Tulare To: N Dist: N/A	$687	5.02
Fresno, City of	LSTMP459	N/A	City of Fresno; Intersection of Clinton and Thorne; Installation of a new traffic signal.	From: Clinton To: Thorne Dist: N/A	$477	5.02
Fresno, City of	LSTMP487	N/A	Intersection of Chestnut Avenue and Shields Avenue; Installation of protected left-turn phasing	From: Chestnut Ave To: Shields Ave Dist: N/A	$587	1.06
Fresno, City of	LSTMP538	N/A	Divisadero and Mariposa intersection; traffic signal installation and relocation of crosswalk.	From: Divisadero To: Mariposa Dist: N/A	$623	1.07
Fresno, City of	LSTMP560	N/A	Intersection of Gates Ave and San Jose Ave; Traffic signal installation and striping.	From: Gates Ave To: San Jose Dist: N/A	$624	5.02
Fresno, City of	LSTMP581	N/A	Intersection of Dakota Ave and West Ave; Install protected left turn phase	From: Dakota Ave To: West Ave Dist: N/A	$529	1.06
Fresno, City of	LSTMP682	N/A	Install school crossing traffic signals, countdown heads and crosswalks near Anthony Elementary (Blackstone/Webster), Heaton Elementary (McKinley/San Pablo), and Muir Elementary (Dennett/Palm). Install sidewalk ramp at Glenn/Webster, and accessible pedestrian signal upgrades at McKinley/Van Ness.	From: Various To: Various Dist: N/A	$1,401	3.02
Huron, City of	FRE130059	N/A	In Huron at the intersection of Lassen Avenue (SR 269) and 11th Street; Install new crosswalk, curb ramps, speed feed back signs on existing "School Xing" flashing lights	From: Lassen Ave (SR 269) To: 11th St Dist: N/A	$233	3.02
Kings Canyon Unified School District	LSTMP646	N/A	Kings Canyon Unified School District; Replace 2 old diesel school buses with 2 new compressed natural gas (CNG) school buses.	From: N/A To: N/A Dist: N/A	$431	2.10
Kingsburg, City of	FRE130051	N/A	Intersection of 18th Avenue and Kern Street; Construct In-Pavement Lighted Crosswalk	From: 18th Ave To: Kern St Dist: 0.25	$75	3.02
Kingsburg, City of	LSTMP582	N/A	Intersection of Sierra St (Conejo Ave) at Bethel Ave; Construct a single lane roundabout.	From: Sierra St (Conejo Ave) To: Bethel Ave Dist: N/A	$1,297	1.06
Mendota, City of	FRE071809	N/A	Beautification/Reconstruction of Derrick Ave. (SR33) 7th St. Intersection.	From: Derrick Ave To: 7th St Dist: N/A	$620	4.12
Mendota, City of	FRE150035	N/A	City of Mendota; Intersection of Derrick (SR180) and Oller (SR33); Roundabout	From: Derrick (SR180) To: Oller (SR33) Dist: N/A	$1,500	1.07
Mendota, City of	FRE190014	N/A	At the intersection of Bass & Barboza construct roundabout.	From: Bass To: Barboza Dist: N/A	$1,091	5.01

Exempt Project Listing (In $1000)

Jurisdiction/Agency	TIP/RTP Project ID	Facility Name/Route	Project Description	Project Limits	Estimated Cost	Exemption Code
Mendota, City of	LSTMP678	N/A	Intersection of 9th St and Belmont Ave; Install overhead flashing beacons, signage, push button on overhead flashing beacon poles, ADA compliant ramps and newly painted crosswalks. (TC)	From: 9th St To: Belmont Ave Dist: N/A	$158	3.02
Parlier Unified School District	FRE150036	N/A	Purchase 2 Clean Diesel Buses to Replace 2 in PUSD Fleet	From: N/A To: N/A Dist: N/A	$0	2.10
Raisin City Elementary School District	FRE150040	N/A	CNG Conversion of Light Truck	From: N/A To: N/A Dist: N/A	$8	2.03
Reedley, City of	FRE190012	N/A	Purchase 1 CNG Street Sweeper	From: N/A To: N/A Dist: N/A	$348	2.02
Resources for Independence in the Central Valley	LSTMP478	N/A	Travel training program for 2 years	From: N/A To: N/A Dist: N/A	$77	4.01
Sanger Unified School District	LSTMP529	N/A	Sanger Unified School District; Replace 2 gross polluting diesel school buses with 2 new compressed natural gas (CNG) school buses.	From: N/A To: N/A Dist: N/A	$420	2.10
Sanger Unified School District	LSTMP647	N/A	Sanger Unified School District; Replace 2 old gross polluting diesel school buses with 2 new compressed natural gas (CNG) school buses.	From: N/A To: N/A Dist: N/A	$440	2.10
Sanger, City of	FRE150038	N/A	Operating support for downtown Fresno to Sequoia Kings Canyon National Parks passenger shuttle route	From: N/A To: N/A Dist: N/A	$522	2.01
Sanger, City of	LSTMP199	N/A	New Traffic Signal at Bethel and Church Avenue	From: Bethel Avenue To: Church Avenue Dist: N/A	$386	5.01
Selma, City of	FRE170021	N/A	Purchase new fuel-efficient street sweeper for the City of Selma that utilizes cleaner burning fuel technology.	From: N/A To: N/A Dist: N/A	$250	2.02
Selma, City of	LSTMP509	N/A	Install various pedestrian safety facilities including ADA ramps, high visibility crosswalks, rapid flashing beacons at uncontrolled intersections, and flashing stop signals. Includes multiple intersections and crossings near various school sites.	From: Various To: Various Dist: N/A	$469	3.02
SouthWest Transportation Agency	LSTMP648	N/A	Southwest Transportation Agency; Replace 2 old gross polluting diesel school buses with 2 new compressed natural gas (CNG) school buses.	From: N/A To: N/A Dist: N/A	$480	2.10
United Cerebral Palsy of Central California	LSTMP477	N/A	Purchase of two (2) 16 passenger buses and upgrades for replacement of current fleet	From: N/A To: N/A Dist: N/A	$134	2.10
United Cerebral Palsy of Central California	LSTMP591	N/A	Purchase 2 Starcraft Class C Buses, 6 Braun Entervans, and related equipment. (TC)	From: N/A To: N/A Dist: N/A	$410	2.10
United Cerebral Palsy of Central California	LSTMP690	N/A	Purchase of 4, 20 passenger buses	From: N/A To: N/A Dist: N/A	$331	2.10
Westcare California	LSTMP474	N/A	Purchase of 1, 8 passenger van.	From: N/A To: N/A Dist: N/A	$57	2.10
Westcare California	LSTMP592	N/A	Purchase Class D Minivan - El Dorado Mobility Amerivan. (TC)	From: N/A To: N/A Dist: N/A	$48	2.10
Westcare California	LSTMP691	N/A	Purchase of 1 van and minor equipment	From: N/A To: N/A Dist: N/A	$57	2.10
Fresno Council of Governments	FRE001101	NA	Planning, Programming and Monitoring.	From: NA To: NA Dist: N/A	$5,295	4.01
Selma, City of	LSTMP657	Nebraska Ave	Nebraska Ave from SR43 to Mitchell; Rehabilitation of roadway, including removing/reclaiming existing roadway and replacing with HMA overlay with paved shoulders	From: SR43 To: Mitchell Dist: .25	$588	1.10
Selma, City of	LSTMP607	Nebraska St	Nebraska Street from SR43 to Mitchell Ave; Reconstruction, remove/reclaim existing roadway and replace with HMA Overlay consisting of two 12' lanes and 6' to 8' wide paved shoulders.	From: SR43 To: Mitchell Ave Dist: .25	$588	1.10
Fresno County	LSTMP624	Nees Ave	Nees Ave from Millux Align to Russell; furnishing and placing hot mix asphalt concrete (HMA) overlay and shoulder backing.	From: Millux Align To: Russell Dist: 2	$800	1.10
Fresno, City of	FRE150005	North	North Avenue from Fig Avenue to Elm Avenue; Asphalt concrete overlay, curb ramps, signal loop detectors, and striping.	From: Fig To: Elm Dist: .5	$899	1.10
Fresno County	LSTMP533	North Ave	North Ave from McCall to Indianola. Shoulder improvements; construct 8-foot wide paved shoulders on each side of existing 24-foot travel way.	From: McCall Ave To: Indianola Ave Dist: 1.5	$1,220	1.04
Sanger, City of	FRE040611	North Ave	City of Sanger/County of Fresno Joint Project. North Ave. from Academy to Bethel Ave. Reconstruct existing two-lane road.	From: Academy To: Bethel Ave Dist: 1.12	$2,413	1.10

Exempt Project Listing (In $1000)

Jurisdiction/Agency	TIP/RTP Project ID	Facility Name/Route	Project Description	Project Limits	Estimated Cost	Exemption Code
Sanger, City of	FRE130066	O Street	O Street from 5th Street to 9th Street: AC Overlay	From: 5th Street To: 9th Street Dist: 0.4	$852	1.10
Fresno, City of	FRE170024	Olive Ave	Olive Ave from Yosemite to Roosevelt; streetscape, sidewalk and median improvements including high visibility crosswalks, curb extensions, widened sidewalks, minimized/reduced driveway curb cuts, new landscaping, and median widening and repair.	From: Yosemite Ave To: Roosevelt Ave Dist: .25	$1,434	3.02
Fresno, City of	LSTMP485	Orange	Orange - Jensen to California. Asphalt concrete overlay, curb ramps, signal loop detectors, and striping.	From: Jensen To: California Dist: N/A	$632	1.10
Fresno, City of	FRE150049	Orange Avenue	City of Fresno; Orange Avenue between Alta and Lowe; Construction of sidewalk and streetscape beautification.	From: Alta To: Lowe Dist: 1.0	$422	3.02
Fresno County	FRE150025	Panoche Rd	Panoche Road from SR33 to San Benito Avenue; Shoulder Improvements. Construct a 4-foot wide paved shoulder on each side of the existing 24-foot travel-way.	From: SR33 To: San Benito Ave Dist: 1.63	$1,130	1.04
Clovis, City of	FRE150020	Peach Avenue	Peach Avenue Sidewalk Improvements from South of Vartikian to Palo Alto; Construct curb, gutter, bicycle lanes, sidewalks, retaining walls, ADA compliant ramps and drive approaches, and striping	From: Vartikian To: Palo Alto Dist: .25	$566	3.02
Coalinga, City of	LSTMP611	Polk Street	Polk Street from Elm Ave to 5th Street; Rehabilitation to replace asphalt pavement, install new sidewalk, curb, and gutter	From: Elm Ave To: 5th St Dist: N/A	$570	1.10
Firebaugh, City of	LSTMP635	Poso Canal	Poso Canal near the River Park and Maldonado Park parking lot at Zozaya St and Father Craig St: Pedestrian Improvements; Construct a pedestrian bridge across Poso Canal, and a crossing and entrance to Maldonado Park parking lot.	From: Zozaya St To: Father Craig St Dist: N/A	$516	3.02
Reedley, City of	LSTMP687	Reed Ave	Westside of Reed Ave; I St to 8th St: Install sidewalks.	From: I St To: 8th St Dist: N/A	$178	3.02
Reedley, City of	FRE150012	Reed Avenue	Reed Avenue from I Street to South Avenue; Reconstruct roadway, traffic signal retrofit medians, curb and gutter and sidewalks, curb ramps, drive approaches, Reedley Parkway modifications, class II bike lanes, utilities upgrade and relocation, lighting, landscaping, signage, and striping. Reconstruct westbound Manning Avenue approximately 300 feet east of Reed intersection.	From: I Street To: South Avenue Dist: N/A	$3,071	1.10
Fresno County	LSTMP449	S. Dewolf Ave.	BRIDGE NO. 42C0448, S DE WOLF AVE, OVER FOWLER SWITCH CANAL, AT DINUBA AVE. Replace 2 lane bridge with 2 lane bridge. Toll credits programmed for PE, R/W, & CON.	From: Over Fowler Switch Canal To: Dinuba Ave. Dist: N/A	$2,634	4.01
Fowler, City of	LSTMP636	S. Fowler Ave	Westside of S. Fowler Ave between South Ave and Fresno St; Construct sidewalks	From: South Ave To: Fresno St Dist: N/A	$158	3.02
Fresno County	LSTMP448	S. Leonard Ave.	BRIDGE NO. 42C0447, S LEONARD AVE, OVER FOWLER SWITCH CANAL, 0.7 MI S OF MANNING AVE. Scour countermeasure project. Toll credits programmed for PE, R/W, & CON.	From: Over Fowler Switch Canal To: 0.7 Miles South of Manning Ave. Dist: N/A	$296	4.01
Firebaugh, City of	LSTMP512	San Joaquin River	San Joaquin River from 9th Street to River Ln: Rehabilitate the City's existing AC trail (approx. 7,000 LF), install signs, and construct pedestrian facilities along the trail.	From: 9th St To: River Ln Dist: N/A	$375	3.02
Fresno, City of	LSTMP483	Shaw	Shaw - Blythe to Brawley. Asphalt concrete overlay, curb ramps, signal loop detectors, and striping.	From: Blythe To: Brawley Dist: N/A	$411	1.10
Clovis, City of	FRE130027	Shaw Ave	Shaw Avenue from Temperance Avenue to Sunnyside Avenue; Construct pedestrian sidewalk improvements, including ADA compliant curb returns and ramps, and relocate utilities.	From: Temperance Ave To: Sunnyside Ave Dist: 1.5	$303	3.02
Clovis, City of	LSTMP619	Shaw Ave	Shaw Ave from Sunnyside Ave to Fowler Ave; Street rehabilitation, including curb, signal, signage, detector loops, and striping.	From: Sunnyside Ave To: Fowler Ave Dist: .5	$1,218	1.10
Fresno County	LSTMP566	Shaw Ave	Shaw Ave from McCall Ave to Academy Ave; Hot Mix Asphalt (HMA) Overlay	From: McCall Ave To: Academy Ave Dist: 3.02	$1,474	1.10
Fresno, City of	FRE150030	Shaw Ave	ITS Shaw Ave Corridor from SR99 to SR41; Install adaptive ITS system and synchronize.	From: SR99 To: SR41 Dist: 5	$450	5.07
Fresno, City of	LSTMP580	Shaw Ave	Shaw Ave between West Ave and Chestnut Ave; Upgrade fourteen (14) signalized intersections with pedestrian countdown head equipment	From: West Ave To: Chestnut Ave Dist: 5	$174	1.06

Exempt Project Listing (In $1000)

Jurisdiction/Agency	TIP/RTP Project ID	Facility Name/Route	Project Description	Project Limits	Estimated Cost	Exemption Code
Clovis, City of	FRE111371	Shaw Avenue	Road Rehabilitation on Shaw, from Armstrong-Temperance	From: Armstrong To: Temperance Dist: 0.5	$640	1.10
Fresno, City of	LSTMP437	Shields	Shields Avenue from Blackstone to Palm; AC Overlay	From: Blackstone To: Palm Dist: N/A	$1,238	1.10
Fresno, City of	LSTMP486	Shields	Shields - Sunnyside to Fowler. Asphalt concrete overlay, curb ramps, signal loop detectors, and striping.	From: Sunnyside To: Fowler Dist: N/A	$721	1.10
Fresno, City of	LSTMP481	Shields Ave	Southside of Shields from Fresno Street to First Street; bankside trail	From: Fresno St To: First St Dist: .5	$1,640	3.02
Fresno, City of	LSTMP676	Shields Ave	W/B Shields Ave running east from Blackstone to Fresno; Close 0.5 mile gap in Midtown Class I trail by installing paved path, drought tolerant landscaping, irrigation, signage, striping.	From: Blackstone To: Fresno Dist: 0.5	$1,498	3.02
Fresno County	LSTMP446	South Quality Ave.	BRIDGE NO. 42C0348, S QUALITY AVE OVER FOWLER SWITCH CANAL, 0.02 MI S OF SWITCH AVE. Scour countermeasure project. Toll credits programmed for PE, R/W, & CON.	From: Over Fowler Switch Canal To: 0.02 Miles south of Switch Ave Dist: N/A	$350	4.01
Clovis, City of	LSTMP531	Sunnyside Ave	Sunnyside Ave Southbound from Alluvial Ave to State Route 168. Install Class II Bike Lane, which will require widening and subsequent adjustments to sidewalk, curb return, and valley gutter. (TC)	From: Alluvial To: SR168 Dist: .3	$128	3.02
Coalinga, City of	LSTMP664	Sunset St	Sunset St from Polk St to Monroe St/Cedar Ave; Rehabilitate, resurface, and replace pavement and install curb and gutter, street lights, and curb ramps	From: Polk St To: Monroe St/Cedar Ave Dist: 0.21	$820	1.10
Clovis, City of	LSTMP562	Temperance Ave	Temperance Avenue from Shaw Avenue to Barstow Avenue; Road rehabilitation: grinding, new asphalt concrete, adjusting utilities, constructing ADA and signal pedestrian improvements, installing traffic devices and loops, and re-striping.	From: Shaw Ave To: Barstow Ave Dist: 0.5	$925	1.10
Orange Cove, City of	FRE130054	Third St	City of Orange Cove; Third Street from Park Boulevard to Railroad Avenue; Construct Sidewalks.	From: Park Blvd To: Railroad Ave Dist: 0.26	$553	3.02
Huron, City of	FRE150009	Tornado	Tornado Avenue from Lassen Avenue (SR 269) to Azteca Boulevard; Construct a 3/4 street widening project to include two travel lanes, a class II bike lane, and 8 foot wide pedestrian sidewalks.	From: Lassen (SR 269) To: Azteca Dist: .21	$878	3.02
Fresno, City of	LSTMP640	Tulare St	Tulare from 6th to Cedar; Class II bike lanes, sidewalks, curb, gutter, curb ramps and streetlights.	From: 6th To: Cedar Dist: N/A	$2,586	3.02
Kerman, City of	FRE130046	UPRR	Along the north side of UPRR from Siskiyou Avenue to 1300 feet east, then North to California Avenue; Construct a 10 foot Wide Pedestrian and Bicycle Trail	From: Siskiyou To: California Dist: N/A	$694	3.02
Clovis, City of	LS020105	various	In Clovis - Lump-Sum Traffic Flow Improvements. Consistent with 40 CFR part 93.126, 127, 128, exempt tables 2&3	From: various To: various Dist: N/A	$747	5.01
Clovis, City of	LSTMP492	Various	BRIDGE NO. PM00125, Bridge Preventative Maintenance Program (BPMP), various bridges in the City of Clovis. See Caltrans Local Assistance HBP web site for backup list of bridges.	From: Various To: Various Dist: N/A	$8	1.19
Clovis, City of	LSTMP666	Various	In the City of Clovis at Twenty-nine (29) different intersections; Install pedestrian push button systems and pedestrian countdown modules. (TC)	From: Various To: Various Dist: N/A	$338	1.06
Coalinga, City of	FRE170017	Various	Alley #29 between Forest and Elm, Alley #30-33 between Glenn and Hawthorne and Alley #34-35 between Pleasant and Houston; Pave seven dirt/gravel alleyways.	From: Various To: Various Dist: .64	$600	1.10
Fresno County	FRE070201	Various	Rehabilitation, repair, and/or reconstruction of deficient two-lane roads that connect to Interstate 5, SR 180, SR 41 and SR 99 countywide.	From: Various To: Various Dist: N/A	$3,646	1.10
Fresno County	FRE070202	Various	Rehabilitation, repair, and/or reconstruction of deficient two-lane roads that connect to Interstate 5, SR 180, SR 41 and SR 99 countywide.	From: Various To: Various Dist: N/A	$2,010	1.10
Fresno County	LSTMP032	Various	PM00009, Bridge Preventative maintenance Program, various locations. See Caltrans Local Assistance HBP web site for backup list of bridges.	From: various To: various Dist: N/A	$12,250	1.06
Fresno County	LSTMP280	various	Bridge No. 42C0047, N. Russell Over Outside Canal, 3.9 MI North of Nees Ave. Replace deficient 2 lane bridge with new 2 lane bridge	From: various To: various Dist: N/A	$5,150	1.19

Exempt Project Listing (In $1000)

Jurisdiction/Agency	TIP/RTP Project ID	Facility Name/Route	Project Description	Project Limits	Estimated Cost	Exemption Code
Fresno County	LSTMP462	Various	Community of Riverdale; adjacent to and/or near Riverdale Elementary, Fipps Primary and Riverdale High School; Install digital radar display on Mt. Whitney, install pedestrian path on Feland Ave., Hazel St., and Stathem Ave, and construct pedestrian bridge at the Burrell Ditch. (TC)	From: Various To: Various Dist: N/A	$704	3.02
Fresno County	LSTMP514	Various	In the community of Laton, South of Fresno: Install in-road warning lights on Fowler Ave; construct sidewalk on Bliss Ave, Fowler Ave, Gonser Ave, Latonia Ave, Murphy Ave; construct pedestrian bridge / culvert extension. Project is utilizing 370,150.55 in toll credits.	From: Various To: Various Dist: N/A	$3,227	3.02
Fresno, City of	FRE190010	Various	Northside of Jensen Ave; Knight to MLK: Install Class I Trail on Northside, and install Class II Bike Path Church Ave; Walnut to MLK: Install Class I Trail on Southside, and install Class II Bike Path Walnut Ave; Jensen to Church: Install Class II Bike Path MLK Jr. Blvd; Jensen to Church: Install Class II Bike Path, and install sidewalks on Westside Walnut Ave; various locations between Jensen and Church: Install sidewalks	From: Various To: Various Dist: N/A	$4,327	3.02
Fresno, City of	LSTMP442	Various	BRIDGE NO. PM00116, Bridge Preventive Maintenance Program (BPMP), various bridges in the City of Fresno. See Caltrans Local Assistance HBP web site for backup list of bridges.	From: Various To: Various Dist: N/A	$1,369	1.06
Fresno, City of	LSTMP583	Various	Replacing existing light fixtures on approximately 3,000 streetlights with energy efficient light emitting diodes (LEDs) along various major streets throughout the City of Fresno.	From: Various To: Various Dist: N/A	$1,129	1.18
Fresno, City of	LSTMP667	Various	In the City of Fresno at Eighty-six (86) signalized intersections (on Belmont from Delno to Clovis, Olive from Fruit to Clovis, and various locations Downtown and in the Tower District); Install pedestrian countdown equipment.	From: Various To: Various Dist: N/A	$962	1.06
Fresno, City of	LSTMP669	Various	In the City of Fresno at twenty-five (25) signalized intersections (Fresno Street crossings at Thomas and San Jose; the intersection of Fresno and R Street (east/west), the intersection of Fresno and Clinton and various intersections along Fresno from B Street to Friant Road); Install two HAWK signals, two protected left turn signals and upgrade pedestrian countdown equipment.	From: Various To: Various Dist: N/A	$553	1.06
Fresno, City of	LSTMP677	Various	Along 13.5 miles of BRT Corridor on Blackstone/Abby from Divisadero to Nees, and Kings Canyon/Ventura from Van Ness to Clovis at various locations; Upgrade intersections with accessible pedestrian signals and countdown head equipment.	From: Various To: Various Dist: N/A	$1,447	3.02
Huron, City of	FRE170018	Various	Alley between Railroad Ave and Lassen Ave, Alley between Huron Ave and 5th St, and Alley between Azteca Blvd and O St; Pave 3 dirt alleyways.	From: Various To: Various Dist: 0.56	$475	1.10
Mendota, City of	FRE190003	Various	SR33 RRXG between Bass Ave and SR 180 intersection, 9th St RRXG between Marie St and Naples St, and W. Belmont Ave RRXG between Marie St and SR180/N San Benito Ave; Improve Railroad corridor by installing new concrete panels, median channelizers, and roadway construction	From: Various To: Various Dist: .3	$832	1.01
Mendota, City of	LSTMP604	Various	Rehabilitate 5th Street from Quince to Derrick and Quince Street from 5th St to 6th St including upgrades to curb ramps and alley approaches.	From: Various To: Various Dist: N/A	$1,050	1.10
Parlier, City of	FRE130071	Various	In the City of Parlier: Construct asphalt pavement and alley gutters in four unpaved commercial/resident alleys.	From: Various To: Various Dist: N/A	$437	1.10
Parlier, City of	LSTMP679	Various	At various locations in the school zone areas of S. Ben Benavidez, Matthew J. Brletic Cesare E Chavez, and John C. Martinez Elementaries, and Parlier Jr High; update signage and pavement markings,and install ADA-compliant curb ramps visually enhanced crosswalks.	From: Varous To: Various Dist: N/A	$182	3.02

Exempt Project Listing (In $1000)

Jurisdiction/Agency	TIP/RTP Project ID	Facility Name/Route	Project Description	Project Limits	Estimated Cost	Exemption Code
Reedley, City of	LSTMP671	Various	Minor Arterials and Arterial roadway segments (Reed Ave, Manning Ave, I St, 11th St, Dinuba Ave, Frankwood Ave, Olson Ave and Buttonwillow Ave); Evaluate roadway signing upgrades through the process of a Roadway Safety Signing Audit (RSSA), install and/or upgrade signs.	From: Various To: Various Dist: N/A	$180	1.06
Sanger, City of	LSTMP494	Various	BRIDGE NO. PM00127, Bridge Preventative Maintenance Program (BPMP), various bridges in the City of Sanger. See Caltrans Local Assistance HBP web site for backup list of bridges.	From: Various To: Various Dist: N/A	$1,500	1.19
Sanger, City of	LSTMP515	Various	At Washington Academic Middle School; 10th St between DeWitt and West Ave; Q St between 13th and 14th St; at Madison Elementary School, intersection of Bethel and Cherry Ave: Install curbs, gutters, sidewalks, curb ramps, crosswalks, flashing beacons, school zone signage and pavement markings	From: Various To: Various Dist: N/A	$580	3.02
Sanger, City of	LSTMP547	Various	In the City of Sanger, construction of concrete sidewalk pedestrian facilities at various locations.	From: Various To: Various Dist: .27	$255	3.02
Sanger, City of	LSTMP649	Various	Construct Sidewalks at the following locations: N/S of Cherry Ave from Park Ave to P St W/S of P St from Cherry Ave to 230 ft North of Cherry E/S of Park Ave from Cherry Ave to 180 ft North of Cherry E/S of Faller Ave from Edgar Ave to 750 ft South of Edgar S/S of Edgar Ave from Faller Ave to 240 ft East of Faller E/S of Faller Ave from I St to 470 ft South of I St Faller Ave from I St to 240 ft North of I St W/S of Faller Ave from Annadale to 140 ft South of Annadale	From: Various To: Various Dist: N/A	$315	3.02
Selma, City of	LSTMP584	Various	McCall from Floral to Dinuba; Orange from Floral to Nelson; Nelson from Highland to Thompson; Rose from McCall to Country Rose; Second from E. Front to High - Patch longitudinal cracking with Hot Mix Asphalt (HMA) in 4-ft. strips along Arterials and Major Collectors. Crack seal all joints and cracks, place type II slurry seal over entire road width and restripe.	From: Various To: Various Dist: 2.91	$822	1.1
Selma, City of	LSTMP642	Various	Alley between Chestnut/Floral from Logan to w/o McCall, Alley between Lee/McCall from Floral to Chestnut, and Alley between Shaft/Cleveland from Rose to Arrants; Pave unpaved alley ways.	From: Various To: Various Dist: N/A	$392	1.1
Sanger, City of	LSTMP505	Varous	In the City of Sanger, construction of concrete sidewalk pedestrian facilities at various locations. Improvements will also include the construction of compliant curb ramps, driveways, and alley approaches.	From: Various To: Various Dist: 1.1	$710	3.02
Fresno, City of	FRE071807	Ventura Ave.	Install and landscape median island, Ventura Ave. between Broadway and SR99.	From: Broadway To: SR99 Dist: N/A	$275	4.12
Fresno, City of	LSTMP544	Ventura/Kings Canyon	Ventura/Kings Canyon from Van Ness Ave to Chestnut Ave; Install adaptive ITS system, cabinets, fiber & network, cameras, detection, and synchronize corridor.	From: Van Ness Ave To: Chestnut Ave Dist: 2.8	$1,940	5.07
Kerman, City of	FRE130001	Vineland Ave	Vineland Avenue from Kearney Boulevard to Sunset Avenue; Widen Roadway, Install Curb and Gutter and Sidewalk	From: Kearney Blvd To: Sunset Ave Dist: .14	$707	1.19

Exempt Project Listing (In $1000)

Jurisdiction/Agency	TIP/RTP Project ID	Facility Name/Route	Project Description	Project Limits	Estimated Cost	Exemption Code
Parlier, City of	LSTMP554	Zediker Ave	Zediker Ave from Fresno St to Merced St; Reconstruction of existing roadway pavement, repair/construction of concrete curb, gutter, sidewalk, and ADA compliant curb ramps along Westside of Zediker Ave. Striping of existing shoulder along Eastside of Zediker Ave.	From: Fresno St To: Merced St Dist: 0.17	$254	1.1
Parlier, City of	LSTMP658	Zediker Ave	Zediker Ave from Merced St to Manning Ave; Rehabilitation of existing asphalt concrete pavement	From: Merced St To: Manning Ave Dist: 0.31	$607	1.1
Caltrans	LSTMP424		Synchronize advanced Traffic Management System (TMS)traffic signal and install controllers with communication media in Fresno at freeway and arterial crossings on Routes 41, 168 and 180.	From: Various To: Various Dist: N/A	$397	5.07
Caltrans	LSTMP595		In Fresno County, on Routes 99, 41, 168, and 180 at various locations; also in Madera County on Route 99 at various locations. Repair vehicle detection systems.	From: Various To: Various Dist: N/A	$6,478	1.07
Caltrans	LSTMP596		In Fresno County, on Routes 41, 99, 168 and 180; also in Kern County on Route 99 and Madera County on Route 41. Repair detection systems with wire theft prevention measures.	From: Various To: Various Dist: N/A	$1,777	1.07
Caltrans	LSTMP597		On Rte 33, 145, and 269 at various locations in Fresno County; Maintenance Asphalt Overlay (06-0V1701) - TC	From: N/A To: N/A Dist: N/A	$3,221	1.1
Caltrans	LSTMP628		In Fresno, Kern, Kings, Madera, and Tulare Counties, at various locations. Repair Transportation Management System (TMS) elements.	From: Various To: Various Dist: N/A	$6,110	1.07

APPENDIX C

CONFORMITY ANALYSIS DOCUMENTATION

2019 Conformity Analysis Results Summary -- Fresno

Standard	Analysis Year	Emissions Total		DID YOU PASS?	
		ROG (tons/day)	NOx (tons/day)	ROG	NOx
2008 and 2015 Ozone	2020 Budget	6.7	23.9		
	2020	6.7	23.9	YES	YES
	2023 Budget	5.5	14.1		
	2023	5.5	14.1	YES	YES
	2026 Budget	4.9	13.2		
	2026	4.9	13.2	YES	YES
	2029 Budget	4.5	12.4		
	2029	4.5	12.4	YES	YES
	2031 Budget	4.2	12.1		
	2031	4.2	12.1	YES	YES
	2037	3.6	11.7	YES	YES
	2042	3.3	11.9	YES	YES

Standard	Analysis Year	Emissions Total		DID YOU PASS?	
		PM-10 (tons/day)	NOx (tons/day)	PM-10	NOx
PM-10	2020 Budget	7.0	25.4		
	2020	7.0	24.9	YES	YES
	Adjusted 2020 Budget	7.4	24.8		
	2029	7.4	12.9	YES	YES
	Adjusted 2020 Budget	8.2	23.6		
	2037	8.2	12.1	YES	YES
	Adjusted 2020 Budget	7.8	24.2		
	2042	7.8	12.3	YES	YES

PM-10	Total On-Road Exhaust		Paved Road Dust		Unpaved Road Dust		Road Construction Dust		Total	
	PM-10	Nox	PM-10	Nox	PM-10	Nox	PM-10	Nox	PM-10	Nox
2020	1.831	24.919	4.162		0.596		0.366		**7.0**	**24.9**
2029	1.904	12.880	4.627		0.596		0.317		**7.4**	**12.9**
2037	2.033	12.102	4.932		0.596		0.591		**8.2**	**12.1**
2042	2.117	12.273	5.103		0.596		0.015		**7.8**	**12.3**

Standard	Analysis Year	Emissions Total		DID YOU PASS?	
		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
1997 24-Hour and 1997 & 2012 Annual PM2.5 Standards					
	2014 Budget	1.1	31.4		
	2021	0.8	22.6	YES	YES
	2014 Budget	1.1	31.4		
	2029	0.8	12.9	YES	YES
	2014 Budget	1.1	31.4		
	2037	0.8	12.1	YES	YES
	2014 Budget	1.1	31.4		
	2042	0.9	12.3	YES	YES

Standard	Analysis Year	Emissions Total		DID YOU PASS?	
		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
2006 PM2.5 Winter 24-Hour Standard					
	2017 Budget	1.0	32.1		
	2019	0.9	27.8	YES	YES
	2017 Budget	1.0	32.1		
	2029	0.8	13.1	YES	YES
	2017 Budget	1.0	32.1		
	2037	0.8	12.3	YES	YES
	2017 Budget	1.0	32.1		
	2042	0.9	12.5	YES	YES

EMFAC Emissions (tons/day)

FRESNO

Pollutant	Source	Description							
2008 and 2015 Ozone			2020	2023	2026	2029	2031	2037	2042
Ozone	EMFAC 2014 (Summer Run)	ROG Total Exhaust (All Vehicles Total)	6.67	5.44	4.90	4.45	4.14	3.50	3.24
		Conformity Total	6.70	5.50	4.90	4.50	4.20	3.60	3.30
Ozone	EMFAC 2014 (Summer Run)	NOx Total Exhaust (All Vehicles Total)	23.82	14.09	13.18	12.40	12.03	11.68	11.85
		Conformity Total	23.90	14.10	13.20	12.40	12.10	11.70	11.90
			2020			2029		2037	2042
PM-10	EMFAC 2014 (Annual Run)	PM-10 Total (All Vehicles Total) * includes tire & brake wear	1.83			1.90		2.03	2.12
		Conformity Total	1.83			1.90		2.03	2.12
PM-10	EMFAC 2014 (Annual Run)	NOx Total Exhaust (All Vehicles Total)	24.92			12.88		12.10	12.27
		Conformity Total	24.92			12.88		12.10	12.27
				2021		2029		2037	2042
PM2.5 Annual (1997 and 2012 standards)	EMFAC 2014 (Annual Run)	PM2.5 Total Exhaust (All Vehicles Total) * includes tire & brake wear		0.79		0.79		0.83	0.86
		Conformity Total		0.80		0.80		0.80	0.90
PM2.5 Annual (1997 and 2012 standards)	EMFAC 2014 (Annual Run)	NOx Total Exhaust (All Vehicles Total)		22.59		12.88		12.10	12.27
		Conformity Total		22.60		12.90		12.10	12.30
			2019			2029		2037	2042
PM2.5 24-hour (2006 standard)	EMFAC 2014 (Winter Run)	PM2.5 Total Exhaust (All Vehicles Total) * includes tire & brake wear	0.87			0.79		0.83	0.86
		Conformity Total	0.90			0.80		0.80	0.90
PM2.5 24-hour (2006 standard)	EMFAC 2014 (Winter Run)	NOx Total Exhaust (All Vehicles Total)	27.77			13.13		12.30	12.45
		Conformity Total	27.80			13.10		12.30	12.50

Road Construction Dust

FRESNO

Description								
	2020		2029		2037		2042	
	Year	Lane Miles	Year	Lane Miles	Year	Lane Miles	Year	Lane Miles
Baseline	2005	6380	2020	6748	2029	6939	2037	7256
Horizon	2020	6748	2029	6939	2037	7256	2042	7261
Difference	15	367	9	191	8	317	5	5
Lane Miles per Year		24		21		40		1
Acres Disturbed		95		82		153		4
Acre-Months		1710		1484		2762		70
Emissions (tons/year)		188.068		163.191		303.869		7.695
Annual Average Day Emissions (tons)		0.515		0.447		0.833		0.021
District Rule 8021 Control Rates		0.290		0.290		0.290		0.290
Total Emissions (tons per day)		**0.366**		**0.317**		**0.591**		**0.015**

Paved Road Dust Emissions (tons/day)

FRESNO 2020

			VMT Daily	VMT (million/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)	District Rule 8061/ISR Control Rates	Control-Adjusted Emissions
Enter Freeway VMT ==>		Freeway	9,070,890	3,311	252.981	246.040	0.674	0.075	0.624
Enter Arterial VMT ==>		Arterial	13,136,917	4,795	609.672	592.944	1.625	0.282	1.166
Enter Collector VMT ==>		Collector	2,425,886	885	112.583	109.494	0.300	0.407	0.178
		Urban	813,965	297	283.004	275.239	0.754	0.324	0.510
Enter Total of Urban and Rural		Rural	461,842	169	694.614	675.556	1.851	0.090	1.684
Local VMT Here =>	1,275,807								
		Totals	25,909,501	9,457	1952.855	1899.274	5.203		4.162

FRESNO 2029

			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	10,448,225	3,814	291.394	283.399	0.776	0.075	0.718
Enter Arterial VMT ==>		Arterial	14,657,728	5,350	680.252	661.587	1.813	0.282	1.301
Enter Collector VMT ==>		Collector	2,652,869	968	123.117	119.739	0.328	0.407	0.195
		Urban	895,172	327	311.239	302.699	0.829	0.324	0.561
Enter Total of Urban and Rural		Rural	507,919	185	763.914	742.954	2.035	0.090	1.852
Local VMT Here =>	1,403,091								
		Totals	29,161,913	10,644	2169.916	2110.379	5.782		4.627

FRESNO 2037

			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	11,429,587	4,172	318.764	310.018	0.849	0.075	0.786
Enter Arterial VMT ==>		Arterial	15,853,979	5,787	735.769	715.581	1.960	0.282	1.408
Enter Collector VMT ==>		Collector	2,790,008	1,018	129.482	125.929	0.345	0.407	0.205
		Urban	940,049	343	326.842	317.874	0.871	0.324	0.589
Enter Total of Urban and Rural		Rural	533,382	195	802.211	780.201	2.138	0.090	1.945
Local VMT Here =>	1,473,432								
		Totals	31,547,005	11,515	2313.067	2249.602	6.163		4.932

FRESNO 2042

			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	12,026,919	4,390	335.423	326.220	0.894	0.075	0.827
Enter Arterial VMT ==>		Arterial	16,517,165	6,029	766.546	745.514	2.043	0.282	1.467
Enter Collector VMT ==>		Collector	2,928,716	1,069	135.919	132.190	0.362	0.407	0.215
		Urban	962,736	351	334.730	325.546	0.892	0.324	0.603
Enter Total of Urban and Rural		Rural	546,255	199	821.571	799.029	2.189	0.090	1.992
Local VMT Here =>	1,508,990								
		Totals	32,981,790	12,038	2394.190	2328.499	6.379		5.103

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 2029

	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 2037

	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 2042

	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**

PM10 Emission Trading Worksheet

Fresno (SJV) CONFORMITY ESTIMATES (tons/day)

	2020		2029		2037		2042	
	PM10	NOx	PM10	NOx	PM10	NOx	PM10	NOx
Total On-Road Exhaust	1.831	24.919	1.904	12.880	2.033	12.102	2.117	12.273
Paved Road Dust	4.162		4.627		4.932		5.103	
Unpaved Road Dust	0.596		0.596		0.596		0.596	
Road Construction Dust	0.366		0.317		0.591		0.015	
Total	**6.955**	**24.919**	**7.445**	**12.880**	**8.152**	**12.102**	**7.832**	**12.273**

Difference (2020 Budget - 2020)

	PM10	NOx
2020 Budgets	7.0	25.4
2020	7.0	24.9
Difference	**0.0**	**0.5**
* 1.5 (Adjustment to NOx Budget)	0.0	

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

Difference (2020 Budget - 2029)

	PM10	NOx
2020 Budgets	7.0	25.4
2029	7.4	12.9
Difference	**-0.4**	**12.5**
* 1.5 (Adjustment to NOx Budget)	0.6	

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

Difference (2020 Budget - 2037)

	PM10	NOx
2020 Budgets	7.0	25.4
2037	8.2	12.1
Difference	**-1.2**	**13.3**
* 1.5 (Adjustment to NOx Budget)	1.8	

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

Difference (2020 Budget - 2042)

	PM10	NOx
2020 Budgets	7.0	25.4
2042	7.8	12.3
Difference	**-0.8**	**13.1**
* 1.5 (Adjustment to NOx Budget)	1.2	

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

1:1.5 PM10 to NOx Trading

Adjusted 2020 Budget	**7.0**	**25.4**
2020 Conformity Total	**7.0**	**24.9**
Difference	**0.0**	**0.5**

TRADING WAS NOT IMPLEMENTED

NOTE: FINAL DIFFERENCE MUST BE POSITIVE

Adjusted 2020 Budget	**7.4**	**24.8**
2029 Conformity Total	**7.4**	**12.9**
Difference	**0.0**	**11.9**

NOTE: FINAL DIFFERENCE MUST BE POSITIVE

Adjusted 2020 Budget	**8.2**	**23.6**
2037 Conformity Total	**8.2**	**12.1**
Difference	**0.0**	**11.5**

NOTE: FINAL DIFFERENCE MUST BE POSITIVE

Adjusted 2020 Budget	**7.8**	**24.2**
2042 Conformity Total	**7.8**	**12.3**
Difference	**0.0**	**11.9**

NOTE: FINAL DIFFERENCE MUST BE POSITIVE

APPENDIX D

TIMELY IMPLEMENTATION DOCUMENTATION FOR TRANSPORTATION CONTROL MEASURES

Fresno Council of Governments
2002 RACM Timely Implementation Documentation
2018 RTP / 2019 FTIP CONFORMITY

RACM Commitment	Agency	Measure Title	Measure Description (not verbatim)	Implementation Status 2019 FTIP Amendement #3 / 2018 RTPAmendment #1 (as of 12/2018)	Implementation Status 2019 FTIP Amendement #6 / 2018 RTP Amendment #2 (as of 7/2019)
FR-TCM3	Fresno COG	Voluntary Rideshare Program and Employer Incentive Program	Operate Transportation Demand Management Program	Fresno COG continues to implement this program with funding included in the 2018-19 Overall Work Program.	Fresno COG will continue to implement this program. Funding is included in the 2019-20 Overall Work Program.
FR1.1	Clovis / Clovis Transit	Regional Express Bus Program	Review and evaluate travel. Improve and expand system with purchase of new vehicles. Continue to evaluate possible express routes where feasible.	While staff continues to evaluate region transit services, no need has yet been identified.	Staff continues to evaluate regional transit services. No need yet identified.
FR1.2	Clovis / Clovis Transit	Transit Access to Airports	Provide access to Fresno Yosemite International Airport.	Clovis "Roundup" service provides curb to curb access to and from Fresno Yosemite International Airport for senior and disabled residents from their homes while "Stageline" service continues to coordinate with Fresno Area Express (FAX) to provide regular route service to the airport.	Access to and from Fresno Yosemite International Airport continues to be provided by Clovis "Roundup" which provides curb to curb service for senior and disabled residents from their homes. Clovis "Stageline" services continues to coordinate with Fresno Area Express (FAX) 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 includes bus pullouts.	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 continues to design and construct bicyle lanes on State and Federally funded projects where funding and right-of-way allows. The City also continues to install bicycle facilities with new development when appropriate.	The city of Clovis has designed and constructed bicycles lanes on State and Federally funded projects where right-of-way and funding allowed. Clovis will continue to install bicycle facilities with all new development as appropriate.
FR19.5	Clovis / Clovis Transit	Transit Stop Improvements	Provide transit stop improvements, including benches, shelters, and lighting.	Improvements ongoing. Damged benches have been replaced or repaired. Improvements will continue to be made to bus stops and shelters, particuarly if routes are expanded.	Ongoing. Damaged benches have been replaced or repaired. Improvements to bus stops and bus shelters will continue, particularly if routes are expanded.
FR5.4	Coalinga	Site-Specific Transportation Control Measures	Intersection improvements through review of proposed developments.	The City of Coalinga has not identified a specific need for this measure at this time but contnues to review the need for this measure at appropriate locations.	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.

Fresno Council of Governments
2002 RACM Timely Implementation Documentation
2018 RTP / 2019 FTIP CONFORMITY

RACM Commitment	Agency	Measure Title	Measure Description (not verbatim)	Implementation Status	Implementation Status
				2019 FTIP Amendement #3 / 2018 RTPAmendment #1 (as of 12/2018)	2019 FTIP Amendement #6 / 2018 RTP Amendment #2 (as of 7/2019)
FR9.2	Coalinga	Encouragement of Pedestrian Travel	Promotion of pedestrian travel. Expend sidewalks and crosswalks.	All projects in TID table are completed. Private developments are required to install sidewalks as part of the planning and building approval process (Zoning Ordinance).	All projects in TID table are completed. Private developments are required to install sidewalks as part of the planning and building approval process (Zoning Ordinance).
FR-TCM1	Firebaugh	Traffic Flow Improvements	Apply for funding to create park and ride lot.	Project is complete.	Project complete.
FR5.4	Fowler	Site-Specific Transportation Control Measures	Monitor traffic flows and make improvements as needed.	No need has yet to be 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.	Vehicular traffic within the City of Fowler does not experience delays associated with geometric or traffic control configurations. Traffic flows are routinely observed and monitored during field excursions within the City. No need yet identified.
FR-TCM1	Fowler	Traffic Flow Improvements	Monitor growth and respond appropriately.	Project is progressing, and is updated on the TID Tables.	Project is progressing, and is updated on the TID Tables.
FR1.2	Fresno / Fresno Area Express	Transit Access to Airports	Public transportation to airports. Implementation of this strategy is in effect.	Airport service is 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 locations.	New traffic signal projects will comply with FHWA and City of Fresno standards for ITS. The City continues to use development fees and grant funds to improve the system.	All new traffic signal projects comply with FHWA and City of Fresno adopted ITS standards. The city continues to use development fees and grant funds to improve system.
FR10.2	Fresno / Fresno Area Express	Bike Racks on Buses	Promotes placement of bicycle racks on buses. All 108 buses have installed bus racks.	New buses include bike racks and all buses have been retrofitted with 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.	On-street bike lanes are included in new development and the City of Fresno has used CMAQ funding to install several miles of bike lanes in each FTIP cycle.	New development will continue to construct on-street bike lanes. The City of Fresno has installed several miles of bike lanes in each of the recent FTIP cycles using CMAQ funds in the existing urbanized area.

Fresno Council of Governments
2002 RACM Timely Implementation Documentation
2018 RTP / 2019 FTIP CONFORMITY

RACM Commitment	Agency	Measure Title	Measure Description (not verbatim)	Implementation Status 2019 FTIP Amendement #3 / 2018 RTPAmendment #1 (as of 12/2018)	Implementation Status 2019 FTIP Amendement #6 / 2018 RTP Amendment #2 (as of 7/2019)
FR10.5	Fresno / Fresno Area Express	Expedite Bicycle Projects from RTP	Build out bicycle projects at an accelerated rate.	City of Fresno has used CMAQ funding to install several miles of bike lanes in each FTIP cycle and on-street bike lanes are included in new development .	The City of Fresno has installed several miles of bike lanes in each of the recent FTIP cycles using CMAQ funds in the existing urbanized area. New development will continue to construct on-street bike lanes.
FR10.7	Fresno / Fresno Area Express	Require inclusion of bicycle lanes on state or federally funded thoroughfare projects.	Provide adequate right-of-way for bike lanes along all major streets to the extent economically and physically feasible, including streets that are improved with Federal or State funds.	All new projects that are state or federally funded require bike lanes on major streets, where feasible. In some instances, physical or other issues may limit the inclusion of bike lanes.	New projects require bike lanes on major streets, where feasible. In some instances, physical or other issues may limit the inclusion of bike lanes.
FR15.2	Fresno / Fresno Area Express	Pedestrian and Bicycle Overpasses Where Safety Dictates	Evaluate the need for pedestrian and bicycle overpasses as the need arises.	No need has yet to be identified, safety evaluation is continuously ongoing as development proposals are receievd and as traffic patterns change.	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.	Project FRE021510 on the FTIP includes funding for these small scale individual projects while the City of Fresno continues to implement ongoing improvements	Fresno continues to implement on-going improvements. FTIP Project FRE021510 includes funding for these small scale individual projects.
FR5.3	Kerman	Reduce Traffic Congestion at Major Intersections	Continue to monitor traffic flows and street congestion and make improvements on an as-needed basis.	Commitment 5.2/19.25 on Project TID table: Complete.	Commitment 5.2/19.25 on Project TID table: Complete.
FR5.4	Kerman	Site-Specific Transportation Control Measures	Continue to monitor traffic flows and street congestion and make improvements on an as-needed basis.	Projects that include development are required to make improvements that will confrom to the City of Kerman 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 will be striped for Class II bicylce lanes.	All new collector streets are stripped for Class II bicycle lanes.

Fresno Council of Governments
2002 RACM Timely Implementation Documentation
2018 RTP / 2019 FTIP CONFORMITY

RACM Commitment	Agency	Measure Title	Measure Description (not verbatim)	Implementation Status 2019 FTIP Amendement #3 / 2018 RTPAmendment #1 (as of 12/2018)	Implementation Status 2019 FTIP Amendement #6 / 2018 RTP Amendment #2 (as of 7/2019)
FR-TCM1	Kerman	Traffic Flow Improvements	Continuously evaluate traffic conditions and plan, program, and implement projects to provide free flowing traffic.	The City has completed the latest traffic flow projects and is actively evaluating traffic conditions. The City will plan, program, and implement projects to provide free flowing traffic as needed.	Latest traffic flow project completed. The city will continue to evaluate traffic conditions and plan, program, and implement projects to provide free flowing traffic.
FR9.2	Kingsburg	Encouragement of Pedestrian Travel	Promotion of pedestrian travel. Expanded network of sidewalks and crosswalks to improve pedestrian access.	FR 9.2-FRE 040113 (TID Table) complete. Kingsburg continues committment to bike/ped projects using CMAQ funding.	FR 9.2-FRE 040113 (TID Table) complete. Kingsburg continues committment to bike/ped projects using CMAQ funding.
FR9.5	Kingsburg	Encouragement of Bicycle Travel	Promotion of pedestrian travel. Capital improvements to increase bicycle use. Build out at an accelerated rate to achieve benefits in time for attainment deadline of 2005.	Commitment FR9.5 - FRE 040112 (TID Table) complete.	Commitment FR9.5 - FRE 040112 (TID Table) complete.
FR19.18	Mendota	Pedestrian Facilities	Expanded network of sidewalks and crosswalks to improve pedestrian access.	FR 19.18 (TID Table) complete	FR 19.18 (TID Table) complete
FR-TCM1	Orange Cove	Traffic Flow Improvements	Evaluate traffic conditions and plan, program, and implement projects to provide free flowing traffic	The City's traffic flows are routinely observed and monitored during field excursions. No additional need has yet to be 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 needed.	All intersections within the City of Parlier continue to operate at acceptable levels of service.The city will continue to monitor and make improvements as necessary.
FR5.4	Parlier	Site-Specific Transportation Control Measures	Continue to monitor traffic flows and street congestion and make improvements on an as-needed basis.	FR5.4 (TID Table) Complete. No additional need has been identified. The City routines observes and monitors traffic flows during field excursions.	FR5.4 (TID Table) Complete. Traffic flows are routinely observed and monitored during field excursions within the City. No additional need identified.

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FR-TCM1	Parlier	Traffic Flow Improvements	Continue to monitor traffic flows and street congestion and make improvements on an as-needed basis.	No additional need has been identified. The City routines observes and monitors traffic flows during field excursions.	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.	City of Reedley continues to monit0or level of service and conduct yearly traffic counts. The City also continues its walkability evaluation and capacity reviews. 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 the level of service. Walkability evaluation and capacity reviews continue. Reedley has incorporated bike facilities in all developments and all federal aid programs.
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.	No additional action has been identified at this time. City will continue to conduct yearly traffic counts at all of its major intersections, as well as monitor 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.
FR9.2	Reedley	Encouragement of Pedestrian Travel	Plan, program, and execute projects that encourage both pedestrian and bicycle travel.	FR9.2 (TID Table) Complete.	FR9.2 (TID Table) Complete.
FR10.4	Reedley	Development of Bicycle Travel Facilities	Encourage a variety of capital improvements to increase bicycle use.	FR10.5 (TID Table) Complete. Two phases are complete.	FR10.5 (TID Table) Complete. Two Phases: Buttonwillow ditch COMPLETE; Bike path over ditch COMPLETE
FR10.5	Reedley	Expedite Bicycle Projects from RTP	Build out bicycle and pedestrian plan at an accelerated rate to achieve benefits in time for attainment deadline in 2005.	FR10.5 (TID Table) Complete. Two phases are complete.	FR10.5 (TID Table) Complete. Two Phases: Buttonwillow ditch COMPLETE; Bike path over ditch COMPLETE.
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.	City of Reedley continues its committment to incuding the installation of bike lanes and construction of bike trails wherever it is deemed practical.	The City continues commitment to including the installation of bike lanes and the construction of bike trails whenever practical.

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FR-TCM1	Reedley	Traffic Flow Improvements	Continuously evaluate traffic conditions and plan, program, and implement projects to provide free flowing traffic.	City of Reedley conducts yearly traffic counts at all of its major intersections, and monitors its current level of service.	The City conducts yearly traffic counts at all of its major intersections, monitoring its current level o service.
FR-TCM4	Reedley	Bicycle Lanes and Facilities	Fund high priority bicycle/pedestrian projects in countywide plans.	City of Reedley remians committed to including the installation of bikes lanes and the construction of bike trails wherever practical. The Reedley Bicycle Master Plan was prepared with the countywide plan in mind and every effort is made to keep and enhance the connectivity of the county plan throughout the City.	The Reedley Bicycle Master Plan was prepared with the countywide plan in mind and every effort was made to keep and enhance the connectivity of the county plan through the City of Reedley. The City is committed to including the installation of bike lanes and the construction of bike trails whenever practical.
FR-TCM5	Reedley	Alternative Fuels Program	Purchase of additional CNG vans.	City transit vans are CNG. No additional need identified.	City transit vans are CNG. No additional need identified.
FR19.18	Reedley	Pedestrian Facilities	Expanded network of sidewalks and crosswalks to improve pedestrian access.	FR19-8 (TID Table) Complete.	FR19-8 (TID Table) Complete.
FR5.4	Sanger	Site-Specific Transportation Control Measures	Continue to monitor traffic flows and street congestion and make improvements on an as-needed basis.	Commitment FR 5.2/19.25/TCM1 in Project TID table is complete.The City of Sanger also continues to monitor increasing traffic flows and congestion in the effort to identify potential project opportunities.	Commitment FR 5.2/19.25/TCM1 in Project TID table is complete.The city continues to monitor increasing traffic flows and congestion to identify potential project opportunities.
FR9.2	Sanger	Encouragement of Pedestrian Travel	Continue to plan, program, and construct projects that encourage pedestrian travel.	The City of Sanger bicycle plan asserts cycling as an alternative and viable mode of transportation ATP and CMAQ funding will be used for bike paths and sidewalks. Subdivision projects are required to install trails and bike lanes along parks, where applicable.	Sanger bicycle plan allows bicycling to become an alternative and viable mode of transportation. Active Transportation Program and CMAQ funding will be used for bike paths and sidewalks. Subdivision projects are required to install various pedestrian trails and bike lanes along with parks where applicable.
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.	Traffic levels in the City of San Joaquin do not cause congestion. The City will continue to monitor the need for improvements, but no need is 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.

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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.	Development projects in the City are required to make improvements that will conform to the General Plan.	All development projects are required to make improvements that will conform to the city's general plan.
FR9.3	San Joaquin	Bicycle/Pedestrian Program	Fund high priority bicycle/pedestrian projects in countywide plans.	All new collector streets are striped for bicycle lanes.	All new collector streets are striped for bicycle lanes.
FR-TCM1	San Joaquin	Traffic Flow Improvements	Continuously evaluate traffic conditions and plan, program, and implement projects to provide free flowing traffic.	As part of the City's adopted Community/General Plan, the city continually monitors traffic conditions and flows under the circyulation/traffic element.	The City of San Joaquin evaluated traffic conditions and trafic flow in the circulation/traffic element the City's adodpted Community/General Plan. No adiditional 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.	Traffic in the City is not affected by delays associated with geometrric or traffic control configurations. To this end, traffic flows are routinely observed and monitored duirng field excursions within the City, with no additional need yet to be identified.	Vehicular traffic within the City of Selma does not experience delays associated with geometric or traffic control configurations. Traffic flows are routinely observed and monitored during field excursions within the City. No need yet identified.
FR9.3	Selma	Bicycle/Pedestrian Program	Fund high priority bicycle/pedestrian projects in countywide plans.	FR9.3 (TID Table) complete.	FR9.3 (TID Table) complete.
FR5.2	Fresno County	Coordinate Traffic Signal Systems	Installation of hard-wire and fiber-optic signal interconnection.	System operation continues to be dependent on implementation by the City of Fresno. Fresno County has completed installation of hard-wire and fiber optic interconnection infrastructure on all major corridors under County jurisdiction in the Fresno-Clovis metro area. The City of Fresno has completed ITS Phase 3 which creatied an efficient citiwide traffic coordination system. The total cost for the 3 phases is $15 million (through CMAQ, RSTP). City of Fresno implemented Traffic Signal Mitigation Impact Fees for developer constructed ITS which provides $23 million. All traffic signal projects include ITS per City of Fresno ITS standards.	System operation continues to be dependent on implementation by the City of Fresno. Fresno County has completed installation of hard-wire and fiber optic interconnection infrastructure on all major corridors under County jurisdiction in the Fresno-Clovis metro area. The City of Fresno has completed ITS Phase 3-creating an efficient citiwide traffic coordination system.Total cost for the 3 phases-$15 million.(CMAQ, RSTP) The City implemented Traffic Signal Mitigation Impact Fees for developer constructed ITS will provide$23 million.All traffic signal projects include ITS per City ITS standards.

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FR5.4	Fresno County	Site-Specific Transportation Control Measures	This measure could include geometric or traffic control improvements at specific congested intersections or at other substandard locations.	FR5.4 (TID Tables) Complete. Ongoing measure.	FR5.4 (TID Tables) Complete. Ongoing measure.
FR10.7A	Fresno County	Require Inclusion of Paved Shoulders Adequate for Bicycle Use on State or Federally Funded Reconstruction or Widening of Federal Major Collectors or Greater	Require construction of paved shoulders to meet at least minimum class II bike lane standards on state or federally funded reconstruction or widening of federal major collectors or greater.	FR10.7 (TID Tables) Complete. Ongoing measure.	FR10.7 (TID Tables) Complete. Ongoing measure.
FR8.6	FCRTA	Subscription Services	Offer subscription services pursuant to Federal guidelines, in that at no time may a vehicle's capacity be subscribed for more than fifty percent (50%) of its capacity	While patrons for th Subscription Service program represent less than five percent (5%) of total ridership at this time, FCRTA continues to maintain the service for each of its operations. FCRTA remains committed to pursuing this service.	FCRTA continues to maintain a Subscription Service program for each of its operations. Patrons for such Subscription Service represents less that five percent (5%) of our total ridership at this time. The FCRTA remains committed to pursuing this commitment.
FR19.5	FCRTA	Transit Stop Improvements	Continue to implement improvements as warranted.	Continuous assessments are made to identify needs for additional bus stop improvements. FCRTA 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.

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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	Complete.	Complete.
							Willow-Barstow Intersection	Complete	Complete
							Willow-Herndon Intersection	Complete	Complete
							Bicycle Improvement: Southern Pacific Railroad, between Alluvial-S/O Dakota	Complete	Complete
							Bicycle Improvement: Villa, between Clovis-Southern Pacific Railroad	Complete	Complete
							Bicycle Improvement: Sierra, between Willow-Clovis	Complete	Complete
							Bicycle Improvement: Willow, Bullard-Sierra	Complete	Complete
							Bicycle Improvement: Fowler, N/O Dakota-Shaw	Complete	Complete
							Bicycle Improvement: Armstrong, between Tollhouse-Bullard	Complete	Complete
FR18-TCM1-TCM4	Clovis	Twenty projects	not specified	CMAQ & TEA					
		Shaw Signal Interconnect, Clovis-Temperance			1996/1998	NO ID NUMBER	Traffic signal interconnection along Shaw (Clovis-Temperance)	Complete	Complete
		Herndon Interconnect, Willow-Tollhouse			1996/1998	NO ID NUMBER	Traffic signal interconnection along Herndon (Willow-Tollhouse)	Complete	Complete
		Villa Interconnect, Bullard-Shaw			2000	FRE000104	Traffic Signal Interconnection along Villa Avenue (Bullard-Shaw)	Complete	Complete

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								(as of 12/2018)	(as of 7/2019)
		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
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

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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
		Blackstone & Bullard			2004	FRE020119	Traffic Signal Improvements to Include Dual-Left Turn Phasing & Signal Appurtenances at Intersection of Blackstone and Bullard Avenues	Complete	Complete

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		First & Tulare			2004	FRE020120	At Intersection of First Street and Tulare Avenue; Install Traffic Flow Improvements Including Dual Left-Turn Lanes & Intersection Improvements	Complete	Complete
		Shaw & West			2000/2002	FRE020121	Traffic Flow Improvements Including Dual Left-Turn Lanes & Intersection Improvements	Complete	Complete
		Chestnut & Kings Canyon			2004	FRE020122	At Intersection of Chestnut Avenue and Kings Canyon Road; Install Traffic Flow Improvements Including Dual Left-Turn Lanes & Intersection Improvements	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)	City of Huron continues coordination/consultation with Caltrans (as it is a State Route) as well as the City Council. Both alignment and ROW work continue. Completion antiicpated by the end of 2019	City of Huron continues coordination/consultation/ discussion of alternatives with Caltrans (as it is a State Route) as well as the City Council. Comptetion is expected by the end of 2020
		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(18 Ave & Sierra St. intersection improvement program.	Complete	Complete
							On 18th Avenue N/O Sierra Street; Provide a Right and Left-Turn Pocket at High School Access Approach	Complete	Complete
FR 9.2/9.3/10.4/10.5/10.7/TCM4/19.18	Orange Cove	Purchase abandoned right-of-way to develop multipurpose use trail	not specified	CMAQ	2002/2004	FRE020143	Purchase Abandoned AT & SF Railroad ROW from Anchor to Hills Valley Road For Construction of Future Pedestrian/Bicycle Trail	Complete.	Complete.
FR5.2/FR19.25	Parlier	Coordinate Traffic Signal Systems	2002/2003	not specified			Signal timing and coordination of Manning Avenue	Complete	Complete
FR 9.3/10.4/10.5/10.7/TCM4/19.18	Parlier	two bicycle projects	2003	partial CMAQ					

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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
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

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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 is a capacity increasing project by adding travel lanes. Project should not be considered applicable per the conformity rule.	This is a capacity increasing project by adding travel lanes. Project 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					
		Highland Avenue			2000	FRE000635	Improvements to Highland/Gonzales Parkway & signalization of Golden St. State Boulevard/Highland Avenue Intersection - Phase II	Complete	Complete

RACM Commitment	Agency	Commitment Description	Original Commitment Schedule	Commitment Funding	TIP	TIP Project ID	Project Description	2018 RTP Amendment #1 / 2019 FTIP Amendment #3 CONFORMITY (as of 12/2018)	2018 RTP Amendment #2 / 2019 FTIP Amendment #6 CONFORMITY (as of 7/2019)
		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.	Project is on track and progression continues.	Project is on track and progression continues.
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

RACM Commitment	Agency	Commitment Description	Original Commitment Schedule	Commitment Funding	TIP	TIP Project ID	Project Description	2018 RTP Amendment #1 / 2019 FTIP Amendment #3 CONFORMITY	2018 RTP Amendment #2 / 2019 FTIP Amendment #6 CONFORMITY
								(as of 12/2018)	(as of 7/2019)
							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.	Complete	Complete
FR10.4/10.5	Fresno / Fresno Area Express	Development of Bicycle Travel Facilities/Expedite Bicycle Projects from RTP					Bike lanes along C Street from Fresno to Ventura, Fruit Avenue between Clinton and Dakota, H Street from Divisadero to Merced and various segments of First Street between Herndon and Ashlan.	Complete	Complete
FR9.2	Kingsburg	Encouragement of Pedestrian Travel			2007	FRE040113	Construct sidewalks along 10th Ave. (Academy Ave.) from Sierra Street to Stroud Ave.	Complete	Complete
FR9.5	Kingsburg	Encouragement of Bicycle Travel			2007	FRE040112	Construct Class I bike path along Golden State Blvd from Bethel Ave to Laurel St. Will be located between existing eastern edge of shoulder and UPRR tracks.	Complete	Complete

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RACM Commitment	Agency	Commitment Description	Original Commitment Schedule	Commitment Funding	TIP	TIP Project ID	Project Description	2018 RTP Amendment #1 / 2019 FTIP Amendment #3 CONFORMITY (as of 12/2018)	2018 RTP Amendment #2 / 2019 FTIP Amendment #6 CONFORMITY (as of 7/2019)
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.	Complete	Complete
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

APPENDIX E

PUBLIC MEETING PROCESS DOCUMENTATION

This appendix will be finalized after the close of public comment period.

APPENDIX F

RESPONSE TO PUBLIC COMMENTS

This appendix will be finalized after the close of public comment period.