DRAFT 2023 CONFORMITY ANALYSIS FOR THE 2023 FEDERAL TRANSPORTATION IMPROVEMENT AMENDMENT NO. 2 AND THE 2022 REGIONAL TRANSPORTATION PLAN AMENDMENT NO. 1

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EXECUTIVE SUMMARY

This report presents the Draft 2023 Conformity Analysis for the 2023 Federal Transportation Improvement Program Amendment No. 2 (2023 FTIP Amendment No. 1) and the 2022 Regional Transportation Plan Amendment No. 2 (2022 RTP Amendment No. 1). Fresno Council of Governments] is the designated Metropolitan Planning Organization (MPO) in Fresno County, California, and is responsible for regional transportation planning.

On January 20, 2023, California Air Resources Board (CARB) withdrew the San Joaquin Valley PM10 Maintenance Plan Update submitted to EPA on May 17, 2017. EPA has not taken action on this submittal. As such, EPA's disapproval of 2015 Update to SJV Transportation Conformity Budgets for the PM10 standard is expected this summer. Therefore, this conformity analysis includes an "upcoming budget test" to address 2007 PM10 Maintenance Plan budgets, as originally adopted and approved, should EPA disapproval occur before federal approval of this conformity analysis.
The Clean Air Act Section 176(c) (42 U.S.C. 7506(c)) and U.S. Environmental Protection Agency (EPA) transportation conformity regulations (40 CFR 93 Subpart A) require that each new RTP and TIP be demonstrated to conform to the State Implementation Plan (SIP) before the RTP and TIP are approved by the MPO or accepted by the U.S. Department of Transportation (DOT). This analysis demonstrates that the criteria specified in the transportation conformity regulations for a conformity determination are satisfied by the 2023 FTIP Amendment No. 2 and the 2022 RTP Amendment No. 1; a finding of conformity is therefore supported. The 2023 FTIP Amendment No. 2, the 2022 RTP Amendment No. 1, and the corresponding Conformity Analysis were approved by Fresno Council of Governments Policy Board on May 25, 2023. Federal approval is anticipated on or before May 31, 2023. FHWA/FTA last issued a finding of conformity for the 2023 FTIP and the 2022 RTP, as amended if applicable, on December 16, 2022.

The 2023 FTIP Amendment No. 2 and the 2022 RTP Amendment No. 1 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 Council of Governments 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 redesignation request or as of June 1, 2018. Therefore, future conformity analyses 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 2023, 2024, 2025, 2026, 2029, 2031, 2037 and 2046 for each applicable pollutant. All analyses were conducted using the latest planning assumptions and emissions models. The major conclusions of the 2023 Conformity Analysis for the 2023 FTIP Amendment No. 2 and 2022 RTP Amendment No. 1are:

- For 2008 and 2015 8-hour ozone, the total regional on-road vehicle-related emissions (ROG and NOx) associated with implementation of the 2023 FTIP Amendment No. 2 and the 2022 RTP Amendment No. 1 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 2023 FTIP Amendment No. 2and the 2022 RTP Amendment No. 1 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)*. In addition, this conformity analysis includes an "upcoming budget test" demonstrating conformity to the 2007 PM-10 Maintenance Plan as originally adopted and approved. The conformity tests for PM-10 are therefore satisfied.
- For the 1997 24-hour PM2.5 standard, the total regional on-road vehicle-related emissions associated with implementation of the 2023 FTIP Amendment No. 2 and the 2022 RTP Amendment No. 1 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 *2018 Plan for the 1997, 2006, and 2012 PM2.5 Standards (2018 PM2.5 Plan)* for the 1997 PM2.5 24-hour serious area requirements (2020 attainment year). The conformity tests for the 1997 24-hour PM2.5 standard are therefore satisfied.
- For the 1997 annual PM2.5 standard, the total regional on-road vehicle-related emissions associated with implementation of the 2023 FTIP Amendment No. 2 and the 2022 RTP

Amendment No. 1 for the analysis years are projected to be less than the adequate emission budgets from the 2021 revision to the *2018 Plan for the 1997, 2006, and 2012 PM2.5 Standards (2018 PM2.5 Plan)* for the 1997 annual PM2.5 serious area requirements (2023 attainment year). The conformity tests for the 1997 annual PM2.5 standard are therefore satisfied.

- For the 2006 24-hour PM2.5 standard, the total regional on-road vehicle-related emissions associated with implementation of the 2023 FTIP Amendment No. 2 and the 2022 RTP Amendment No. 1 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 *2018 Plan for the 1997, 2006, and 2012 PM2.5 Standards (2018 PM2.5 Plan)*. The conformity tests for the 2006 PM2.5 standard are therefore satisfied.
- For the 2012 annual PM2.5 standard (moderate and serious), the total regional on-road vehicle-related emissions associated with implementation of the 2023 FTIP Amendment No. 2 and the 2022 RTP Amendment No. 1 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 *2018 Plan for the 1997, 2006, and 2012 PM2.5 Standards (2018 PM2.5 Plan)* for 2012 PM2.5 moderate area requirements. .

The 2023 FTIP Amendment No. 2 and the 2022 RTP Amendment No. 1 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 2023 FTIP Amendment No. 2, the 2022 RTP Amendment No. 1 and the 2023 Conformity Analysis on April 13, 2023. 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 2023 Conformity Analysis for and the 2023 FTIP Amendment No. 2 and 2022 RTP Amendment No. 1 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 2023 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 County prepares the TIP, RTP, and associated conformity analyses. The TIP serves as a detailed four year (FY 2022/23 – 2025/26) programming document for the preservation, expansion, and management of the transportation system. The 2022 RTP has a 2046 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 if 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).

   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. EPA has approved EMFAC2021 for conformity use on November 15, 2022, and the final rule started the two-year grace period to transition to the new emissions model for use in conformity demonstrations. EMFAC2021 will be used in this conformity analysis as documented in Chapter 3.

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, their amendments, 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 (55-day for RTP) 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 2023 Conformity Analysis for the 2023 FTIP Amendment No. 2 and 2022 RTP Amendment No. 1 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 redesignation 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 approved the 2016 Ozone Plan and the budgets 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 original 2007 PM-10 Maintenance Plan was approved by EPA on April 25, 2008.

- The 2016 PM2.5 Plan and portions of the 2018 PM2.5 Plan (2012 Standard, moderate) was approved by EPA on November 26, 2021 (effective December 27, 2021).

- The 2018 PM2.5 Plan was partially approved by EPA on July 22, 2020 (effective as of publication) inclusive of the revised conformity budgets and trading mechanism for the 2006 24-hr PM2.5 standard. Then on November 26, 2021, EPA partially disapproved the original SIP submittal dealing with 1997 annual PM2.5 nonattainment. In response, CARB submitted a 2021 revision to the 2018 PM2.5 Plan demonstrating attainment by 2023. Then on January 28, 2022, EPA approved 2018 PM2.5 Plan portion dealing with the 1997 24-hour PM2.5 standard and determined that the SJV attained the standard by the December 31, 2020, deadline (effective February 28, 2022). On February 10, 2022, EPA found the 1997 annual PM2.5 budgets for attainment year 2023 adequate, effective

February 25, 2022. Note that CARB withdrew 2018 PM2.5 Plan portions dealing with 2012 serious PM2.5 standards on October 27, 2022; therefore, moderate area budgets continue to apply.

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 approving the 2008 ozone conformity budgets and 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 2023 FTIP Amendment No. 2 and the 2022 RTP Amendment No. 1.

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 conditionally 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 in Table 1-2 below and will be used to compare emissions for each analysis year resulting from 2023 FTIP Amendment No. 2 and 2022 RTP Amendment No. 1.

On January 20, 2023, CARB withdrew their 2017 PM10 Maintenance Plan Update addressing the conditional approval of the 2015 Transportation Conformity Budget Update for the annual PM10 standard dealing with exceptional events demonstration. EPA has not taken action on this submittal, and it was determined that it is no longer appropriate for inclusion in the SIP. Therefore, it is expected that the 2007 Maintenance Plan budgets (as revised in 2015) will be disapproved by EPA this summer. Should EPA disapprove these budgets, the original 2007 PM-10 Maintenance

Plan budgets will apply (Table 1-3). Therefore, this conformity analysis addresses both sets of budgets.

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.

Table 1-3:
On-Road Motor Vehicle PM-10 Emissions Budgets for the "Upcoming Budget Test"
(tons per average annual day)

County	2020[b]

	PM-10	NOx
Fresno	16.1	23.2
Kern[(a)]	14.7	39.5
Kings	3.6	6.8
Madera	4.7	6.5
Merced	6.5	13.9
San Joaquin	10.6	16.7
Stanislaus	6.7	10.7
Tulare	9.3	10.1

[(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. 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 2016 PM2.5 Plan addressing moderate area requirements for the 2012 PM2.5 standard was adopted by the San Joaquin Valley Air District on September 15, 2016. The 2018 PM2.5 Plan addressing 1997, 2006 and 2012 PM2.5 standards was 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 together with the 2016 Moderate PM2.5 Plan and reclassification to serious request. EPA approved SIP portions dealing with the moderate 2012 PM2.5 standard on November 26, 2021 (effective December 27, 2021). Note that CARB withdrew 2018 PM2.5 Plan portions dealing with the serious 2012 PM2.5 standard on October 27, 2022; therefore, moderate area budgets continue to apply.

On July 22, 2020, EPA published final rule approving 2018 PM2.5 SIP elements that pertain to 2006 24-hour PM2.5 standard serious area nonattainment (effective as of publication). Then on January 28, 2022, EPA approved 2018 PM2.5 Plan portion dealing with the 1997 24-hour PM2.5 standard and determined that the SJV attained the standard by the December 31, 2020 deadline (effective February 28, 2022).

While EPA partially disapproved the original SIP submittal dealing with 1997 annual PM2.5 nonattainment on November 26, 2021, CARB has submitted the 2021 revision to the 2018 PM2.5 Plan in the same month demonstrating attainment by 2023. On February 10, 2022, EPA found the 1997 annual PM2.5 budgets adequate, effective February 25, 2022.

1997 (24-hour and annual) Standards

The 2018 PM2.5 Plan 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 applicable conformity budgets are provided in Table 1-4 for the 1997 annual and 24-hour PM2.5 standards and will be used to compare emissions resulting from the 2023 FTIP Amendment No. 2 and the 2022 RTP Amendment No. 1.

Table 1-4:
On-Road Motor Vehicle 1997 (24-hour and annual) PM2.5 Standard Emissions Budgets
(tons per average annual day)

	2020		2023	
County	**PM2.5**	**NOx**	**PM2.5**	**NOx**
Fresno	0.9	25.3	0.8	15.1
Kern (SJV)	0.8	23.3	0.7	13.3
Kings	0.2	4.8	0.2	2.8
Madera	0.2	4.2	0.2	2.5
Merced	0.3	8.9	0.3	5.3
San Joaquin	0.6	11.9	0.6	7.6
Stanislaus	0.4	9.6	0.4	6.1
Tulare	0.4	8.5	0.4	5.2

The 2018 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 PM2.5 using a 6.5 to 1 ratio on an annual basis and a 2 to 1 ratio on a 24-hr basis. The trading mechanism allows the agencies responsible for demonstrating transportation conformity in the San Joaquin Valley to supplement the applicable budget for PM2.5 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 2018 PM2.5 SIP. To ensure that the trading mechanism does not impact the ability to meet the NOx budget, the NOx emission reductions available to supplement the PM2.5 budget shall only be those remaining after the NOx budget has been met. The trading mechanism for the 24-hour PM2.5 was approved by EPA on January 28, 2022. Since EPA has not yet acted on the trading mechanism for the 1997 annual PM2.5 standard, no trading mechanism is currently available and is not used for this conformity analysis.

2012 Annual PM2.5 Standard (Moderate and Serious)

On November 26, 2021, EPA published final approval of the moderate area SIP budgets for the 2012 PM2.5 standard contained in the 2016 Moderate Area PM2.5 Plan and portions of the 2018 PM2.5 plan that pertain to the moderate requirements for the 2012 PM2.5 standard. The approval also included reclassification to serious. On December 29, 2021, EPA proposed approval of the SIP elements and conformity budgets that pertain to the 2012 annual PM2.5 serious area requirements (final action expected by end of the year). CARB withdrew 2018 PM2.5 Plan portions dealing with the serious 2012 PM2.5 standard on October 27, 2022. Until the new 2012 serious area PM2.5 standard budgets are found adequate or approved, the SJV will conduct conformity determination for the 2012 annual PM2.5 standard using budgets established in the 2018 PM2.5 Plan for moderate nonattainment. The conformity budgets from the November 26, 2021 Federal Register are provided in Table 1-5 will be used to compare emissions resulting from 2023 FTIP Amendment No. 2 and 2022 RTP Amendment No. 1.

Table 1-5:
On-Road Motor Vehicle 2012 (annual) PM2.5 Standard Emissions Budgets (Moderate)
(tons per average annual day)

	2022	
County	**PM2.5**	**NOx**
Fresno	0.9	21.2
Kern (SJV)	0.8	19.4
Kings	0.2	4.1
Madera	0.2	3.5
Merced	0.3	7.6
San Joaquin	0.6	10.0
Stanislaus	0.4	8.1
Tulare	0.4	6.9

The 2018 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 PM2.5 using a 6.5 to 1 ratio on an annual basis. The trading mechanism allows the agencies responsible for demonstrating transportation conformity in the San Joaquin Valley to supplement the applicable budget for PM2.5 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 2018 PM2.5 SIP.

2006 24-Hour PM2.5 Standard

The 2018 PM2.5 Plan addressing 1997, 2006 and 2012 PM2.5 standards was adopted by the San Joaquin Valley Air District on November 15, 2018 and California Air Resources Board on January 24, 2019. On March 27, EPA published a proposed rule approving portions of the 2018 PM2.5 Plan, including the 2006 PM2.5 conformity budgets and trading mechanism. Final rule on sections that pertain to 2006 24-hour PM2.5 standard serious area nonattainment was published on July 22, 2020. Therefore, the conformity analysis for the 2021 FTIP and 2018 RTP incorporates new

transportation conformity budgets and the new attainment year of 2024 for 2006 24-hour PM2.5 standards.

The 2018 PM2.5 Plan for the 2006 PM2.5 standard 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 March 27, 2020 Federal Register, Table 14 are provided in Table 1-6 below and will be used to compare emissions resulting from the 2023 FTIP Amendment No.2 and the 2022 RTP Amendment No. 1.

Table 1-6
On-Road Motor Vehicle 2006 24-Hour PM2.5 Standard Emissions Budgets
(tons per average winter day)

	2020		2023		2024	
County	**PM2.5**	**NOx**	**PM2.5**	**NOx**	**PM2.5**	**NOx**
Fresno	0.9	25.9	0.8	15.5	0.8	15.0
Kern (SJV)	0.8	23.8	0.7	13.6	0.7	13.4
Kings	0.2	4.9	0.2	2.9	0.2	2.8
Madera	0.2	4.4	0.2	2.6	0.2	2.5
Merced	0.3	9.1	0.3	5.5	0.3	5.3
San Joaquin	0.6	12.3	0.6	7.9	0.6	7.6
Stanislaus	0.4	9.8	0.4	6.2	0.4	6.0
Tulare	0.4	8.7	0.4	5.3	0.4	5.1

The 2018 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 a 2 to 1 ratio on a 24-hour, wintertime basis. The trading mechanism allows the agencies responsible for demonstrating transportation conformity in the San Joaquin Valley to supplement the applicable budget for PM2.5 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.

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 1-7 below provides a summary of conformity analysis years that apply to this conformity analysis.

Table 1-7:
San Joaquin Valley Conformity Analysis Years

Pollutant	Budget Years[1]	Attainment/ Maintenance Year	Intermediate Years	RTP Horizon Year
2008 and 2015 Ozone	2020/2023/2026/2029	2031/2037[2]	NA	2046
PM-10	NA	2020	2023/2029/2037	2046
1997 24-hour PM2.5	NA	2020	2023/2029/2037	2046
1997 Annual PM2.5	NA	2023	2029/2037	2046
2012 Annual PM2.5 (Moderate and Serious)	NA	2022/2025[3]	2023/2029/ 2037	2046
2006 24-hour PM2.5	2020/2023	2024	2031/2037	2046
Upcoming PM-10 Budget Test	NA	2020	2023/2029/2037	2046

[1]Budget years that are not in the time frame of the transportation plan/conformity analysis are not included as analysis years (e.g., 2020), although they may be used to demonstrate conformity. Some of the early RFP year budgets were not acted on by EPA since they were not applicable.
[2]2031 is the attainment year for the 2008 ozone standard. 2037 is the attainment year for the 2015 ozone standard.
[3]2022 is the attainment year for the moderate 2012 PM2.5 standard (not in the timeframe of this analysis). 2025 is the attainment year for the serious 2012 PM2.5 standard.

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. The 2018 PM2.5 SIP addresses attainment of the 1997 24-hour PM2.5 standard (serious) by 2020 and was approved by EPA on January 28, 2022 (effective February 28, 2022). The attainment year is not in the timeframe of this conformity analysis. On February 10, 2022, EPA found the serious area 1997 annual PM2.5 budgets for attainment year 2023 adequate (effective February 25, 2022). Therefore, attainment year 2023 must be modeled.

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, effective September 30, 2016, inclusive of new conformity budgets and trading mechanism for the 2006 24-hour PM2.5 standard with a requirement to attain the standard as expediously as practicable and no later than December 31, 2019. In 2019, CARB submitted an attainment deadline extension request as part of the 2018 PM2.5 Plan. Final rule on 2018 PM2.5 SIP sections that pertain to 2006 24-hour PM2.5 standard Serious area nonattainment was released on July 22, 2020. The attainment year of 2024 must be modeled.

On January 15, 2015, EPA classified the San Joaquin Valley as Moderate nonattainment for the 2012 PM2.5 Standards. On November 26, 2021, EPA issued final rule approving the Moderate Area 2016 PM2.5 Plan, portions of the 2018 PM2.5 SIP pertaining to moderate nonattainment of the 2012 PM2.5 standards, and the reclassification request to serious nonattainment. The San Joaquin Valley 2018 PM2.5 Plan includes serious area budgets for the 2012 PM2.5 standards with an attainment deadline of 2025; therefore, the attainment year 2025 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 emissions modeling began in March 2023.

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 Activity-based transportation model. The model was validated in 2018 for the 2014 base year. The latest planning assumptions used in the transportation model validation and Conformity Analysis is summarized in Table 2-1.

Table 2-1:
Summary of Latest Planning Assumptions for the Fresno 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, 2020.	These data were disaggregated to the Micro Analysis Zone (MAZ) and Traffic Analysis Zone (TAZ) levels and used in the PopulationSim/DaySim/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, 2020.	These data were disaggregated to the MAZ and TAZ levels and used in the PopulationSim/DaySim/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.

Assumption	Year and Source of Data (MPO action)	Modeling	Next Scheduled Update
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 Activity Based Model (ABM) validation.
Vehicle Miles of Travel	The base year 2014 VMT of the ABM is validated to within 3.7% of HPMS. Fresno COG is continuing its efforts to improve the model validation.	PopulationSim/DaySim/Cube is the transportation model used to estimate VMT in Fresno County.	VMT is an output of the transportation model. VMT is affected by the TIP/RTP project updates and is included in each new conformity analysis.
Speeds	The ABM validation was based on the comprehensive speed study in 2005. Speed distributions were updated in EMFAC2021, using methodology approved by ARB and with information from the transportation model.	The DaySim/Cube transportation model includes a feedback loop that assures congested speeds are consistent with travel speeds used throughout the traffic modeling process. EMFAC2021	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 conformity analysis were from updates to the Fresno County 2050 Growth Projections prepared by Applied Development Economics (ADE), May 2017. Fresno COG has commissioned ADE to update these forecasts with new information, especially with regards to the economic impacts of the COVID-19 pandemic. This update process employs a similar methodology to the 2017 report, and is consistent with forecasts from several independent sources, including the Department of Finance's most recent population projections. 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 growth forecast updates, countywide population will grow to an estimated 1,396,100 persons by the year 2046. More details can be found in the final report.

Fresno County Population, Housing and Employment Estimates and Forecasts

Horizon Year	Total Population	Employment	Households
2023	1,092,100	412,010	340,050
2024	1,107,300	416,800	344,060
2025	1,122,840	422,000	348,120
2026	1,136,300	426,100	351,020
2029	1,177,700	437,500	359,860
2031	1,205,000	445,000	365,310
2037	1,284,200	466,800	380,690
2046	1,396,100	494,400	409,030

EMPLOYMENT FORECAST

Employment was forecast by ADE using forecast data from the State of California Employment Development Department, Wood and Poole, and Caltrans. These forecasts are also being adjusted, and preliminary results have been included in these conformity analyses. 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 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 developed a new activity-based model (ABM) in 2018 with a base year of 2014. The Fresno COG regional traffic model 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 2,000 traffic analysis zones (TAZ) and 23,500 micro analysis zones (MAZ). 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
- Mid-Day seven hours
- AM peak hour
- PM peak hour

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 developed the new ABM in 2018 with a base year of 2014. 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 three 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 2022 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 21,745,004 VMT, which is 3.7% lower 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 2022 RTP Amendment No. 1and 2023 FTIP Amendment No. 2. Not all of the street and freeway projects included in the TIP/RTP qualify for inclusion in the highway network. Projects that call for study, design, 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 2023 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
2023	1,092,100	412,010	23.930	6,736
2024	1,107,300	416,800	24.185	N/A
2025	1,122,840	422,000	23.907	N/A
2026	1,136,300	426,100	24.085	N/A
2029	1,177,700	437,500	24.471	6,930
2031	1,205,000	445,000	24.731	N/A
2037	1,284,200	466,800	28.071	7,250
2046	1,396,100	494,400	28.646	7,316

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 EMFAC2021 model. 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 final approval for EMFAC2021 use in conformity demonstrations on November 15, 2022; thereforethe 2023 Conformity Analysis for the 2023 FTIP Amendment X and the 2022 RTP Amendment Y relies on assumptions incorporated in EMFAC2021.

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 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 these measures have been included in EMFAC2021.

PM2.5
No committed control measures are included in the 2016 PM2.5 Plan and the 2018 PM2.5 Plan.

CHAPTER 3:
AIR QUALITY MODELING

The model used to estimate vehicle exhaust emissions for ozone precursors and particulate matter is EMFAC2021. 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 approved the budgets and the plan 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 original 2007 PM-10 Maintenance Plan was approved by EPA on April 25, 2008.

- The 2016 PM2.5 Plan and portions of the 2018 PM2.5 Plan (2012 Standard, moderate) was approved by EPA on November 26, 2021 (effective December 27, 2021).

- The 2018 PM2.5 Plan was partially approved by EPA on July 22, 2020 (effective as of publication) inclusive of the revised conformity budgets and trading mechanism for the 2006 24-hr PM2.5 standard. Then on November 26, 2021, EPA partially disapproved the original SIP submittal dealing with 1997 annual PM2.5 nonattainment. In response, CARB submitted a 2021 revision to the 2018 PM2.5 Plan demonstrating attainment by 2023. Then on January 28, 2022, EPA approved 2018 PM2.5 Plan portion dealing with the 1997 24-hour PM2.5 standard and determined that the SJV attained the standard by the December 31, 2020 deadline (effective February 28, 2022). On February 10, 2022, EPA found the 1997 annual PM2.5 budgets for attainment year 2023 adequate, effective February 25, 2022. Note that CARB withdrew 2018 PM2.5 Plan portions dealing with 2012 serious PM2.5 standards on October 27, 2022; therefore, moderate area budgets continue to apply.

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 1-6.

A. EMFAC2021

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 (Scenario Analysis) 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 January 15, 2021 ARB released the latest update to the EMFAC model – EMFAC2021v1.0.0. Then in April of 2022, CARB released an updated version of the model (v1.0.2) fixing a number of minor modeling bugs. EPA issued final approval of EMFAC2021 model for regional conformity use with a two-year grace period on November 15, 2022.

A transportation data template has been prepared to summarize the transportation model output for use in EMFAC2021, as well as detailed modeling instructions utilizing the Scenario Analysis web based EMFAC platform. The template includes allocating VMT by speed bin by hour of the day. EMFAC2021 was used to estimate exhaust emissions for 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 EMFAC2021 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, moderate and serious), and the 2006 (24-hour) standards:

EMFAC2021 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 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 EMFAC2021 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 the latest version of EMFAC emissions modeling software. 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 24-Hour and Annual Standards –The portions of the 2018 PM2.5 Plan dealing with the 1997 24-hour standard was approved by EPA on January 28, 2022 (effective February 28, 2022), and contain motor vehicle emission budgets for PM2.5 and NOx established based on average annual daily emissions. The 1997 annual PM2.5 transportation conformity budgets for annual average PM2.5 and NOx emissions were found adequate by EPA on February 19, 2022 (effective February 25, 2022). The annual inventory methodology contained in the 2018 PM2.5 Plan was 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 24-Hour Standard – On March 27, 2020, EPA proposed approval of portions of the 2018 PM2.5 Plan that pertain to the 2006 24-hour PM2.5 standard, including granting attainment deadline extension to 2024. This portion of the 2018 PM2.5 Plan was finalized on July 22, 2020, effective as of publication. The 2018 PM2.5 Plan contains motor vehicle emission budgets for PM2.5 and NOx established based on average winter daily emissions. The winter inventory methodology contained in the 2018 PM2.5 Plan 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.

2012 Annual Standard - On November 26, 2021, EPA issued final approval of the 2016 Moderate Area PM2.5 Plan and the portions of the 2018 PM2.5 plan that pertain to the moderate requirements for the 2012 PM2.5 standard. The approval also included reclassification to serious. Note that CARB withdrew 2018 PM2.5 Plan portions dealing with 2012 serious PM2.5 standards on October 27, 2022. Until the new 2012 serious area PM2.5 standard budgets are found adequate or approved, the SJV will conduct conformity determination for the 2012 annual PM2.5 standard using budgets established in the 2016 PM2.5 and 2018 PM2.5 Plan for moderate nonattainment. The 2018 PM2.5 Plan contains motor vehicle emission budgets for PM2.5 and NOx established based on average annual daily emissions. The annual inventory methodology contained in the 2018 PM2.5 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.

1997 AND 2012 ANNUAL PM2.5 TRADING MECHANISM

The 2018 PM2.5 Plan budgets and trading mechanism will also be used in this conformity analysis for moderate and serious 2012 PM2.5 and serious 1997 PM2.5 standards, as needed. The 2016 PM2.5 Plan and 2018 PM2.5 Plan allows trading for 2012 PM2.5 from the motor vehicle emissions budget for the PM2.5 precursor NOx to the motor vehicle emissions budget for primary annual PM2.5 using a 6.5 to 1 ratio. No trading mechanism for 1997 annual PM2.5 is currently available.

2006 AND 1997 24-HOUR PM2.5 TRADING MECHANISM

On July 22, 2020, EPA partially approved the 2018 PM2.5 SIP including the 2006 PM2.5 standard 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 a 2 to 1 ratio. Then on January 28, 2022, EPA approved 1997 24-hour PM2.5 SIP elements contained in the 2018 PM2.5 Plan, inclusive of the inter-pollutant trading mechanism with the same 2 to 1 ratio. This trading mechanism will be used for the 2006 and 2012 24-hour PM2.5 standard conformity analysis, as needed.

D. SUMMARY OF PROCEDURES FOR REGIONAL EMISSIONS ESTIMATES

New step-by-step air quality modeling instructions were developed for SJV MPO use with EMFAC2021. These instructions were last updated in December of 2022.

Documentation of the 2023 Conformity Analysis for the 2023 FTIP Amendment No. 2 and 2022 RTP Amendment No. 1 is provided in Appendix C, including:

- 2023 Conformity EMFAC Spreadsheet
- 2023 Conformity Paved Road Spreadsheet
- 2023 Conformity Unpaved Road Dust Spreadsheet
- 2023 Conformity Construction Spreadsheet
- 2023 Conformity Totals Spreadsheet
- 2023 Conformity PM2.5 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 by definition. The local government commitments are included in the *Regional Transportation Planning Agency Commitments for Implementation Document, April 2003*.

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

APPLICABLE IMPLEMENTATION PLAN FOR PM2.5

The 2016 and 2018 PM2.5 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. On March 26, 2020, the Fresno Council of Governments has submitted a request to substitute a traffic signal(s) project located in the City of Huron with a signal synchronization (ITS) project in the City of Clovis. The proposed substitution is consistent with federal and state requirements, including the federal planning requirements and the Transportation Conformity Rule. On August 19, 2021], EPA approved the TCM substitution. 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 2022 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 2022 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 2016. New PM-10 plans that have been reviewed include:

A. 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.

B. Juneau's Mendenhall Valley, AK PM-10 Limited Maintenance Plan submitted July 22, 2020 (EPA approval effective November 24, 2021). The maintenance 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.

C. Wallula, WA Second PM-10 Maintenance Plan submitted November 22, 2019 (EPA approval effective June 1, 2020). The plan relies on fugitive dust controls from livestock operations.

D. Eagle River, AK PM-10 Nonattainment Plan submitted on November 10, 2020 (EPA approval effective December 9, 2021) The plan control measures include paving gravel roads with recycle asphalt product.

E. Pinehurst, ID PM-10 Limited Maintenance Plan submitted September 29, 2017 (EPA approval effective October 11, 2018. The plan primarily relies on control strategies for residential wood smoke. No additional PM-10 dust measures are included.

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 2022 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 Council of Governments continues to actively include the reduction of PM2.5/10 emissions (typical projects above list #1 through #3) in the Congestion Mitigation and Air Quality (CMAQ)

Improvement Program. PM2.5/10 is included in the "Project Category Goals". PM2.5/10 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" (10 points possible out of 100). PM2.5/10 projects also are given priority if they meet the criteria of being cost-effective (30 points out of 100) Information regarding Fresno Council of Governments CMAQ Program can be found at: http://www.fresnocog.org/.

Fresno Council of Governments 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 Council of Governments 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 February 8, 2022. Comments received have been addressed and incorporated into this version of the analysis.

The 2023 Conformity Analysis for the 2023 FTIP Amendment No. 2 and 2022 RTP Amendment No. 1 was developed in consultation with Fresno Council of Governments local partner agencies, including member jurisdictions, Caltrans, and local transit agencies.

The 2023 FTIP Amendment No. 2, 2022 RTP Amendment No. 1, and the 2023 conformity analysis were released on April 13, 2023 for a 30-day public comment period, followed by adoption on May 25, 2023. Federal approval is anticipated on or before May 31, 2023.

Transportation planning is a collaborative process and includes visioning, forecasting population/employment, projecting future land use in conjunction with local jurisdictions, assessing needs, developing capital and operating strategies to move people and goods, and developing a financial plan. Consistent with SB 375 and Title 23 CFR Part 450.316, Fresno Council of Governments planning processes are designed to foster involvement by all interested parties, such as walking and bicycling representatives, transportation providers, appropriate federal, state, and local agencies, public health departments and advocates, housing advocates, community groups, environmental advocates, building industry representatives, broad-based business organizations, landowners, the Native American community, neighboring MPOs, and the general public through a proactive public participation process.

The 2017 Regional Transportation Plan Guidelines for MPOs states that "coordination is the cooperative development of plans, programs and schedules among agencies and entities with legal standing to achieve general consistency. Consultation means that one or more parties confer with other identified parties in accordance with the established process and, prior to taking action(s), considers the views of the other parties and periodically informs them about action(s) taken. It is very important for the development of the RTP to be conducted both in coordination and consultation with interested parties."

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 minimum 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 approved the plan and the budgets 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 revision including conformity budgets was conditionally approved by EPA on July 8, 2016 (effective September 30, 2016). On January

20, 2023, CARB withdrew their 2017 PM10 Maintenance Plan Update addressing the conditional approval of the 2015 Transportation Conformity Budget Update for the annual PM10 standard dealing with exceptional events demonstration. EPA has not taken action on this submittal, and it was determined that it is no longer appropriate for inclusion in the SIP. Therefore, it is expected that the 2007 Maintenance Plan budgets (as revised in 2015) will be disapproved by EPA this summer. Should EPA disapprove these budgets, the original 2007 PM-10 Maintenance Plan budgets will apply. 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 using both budget sets. The TIP/RTP therefore satisfy the conformity emissions tests for PM-10.

1997 24-Hour and Annual PM2.5 Standards:

For 1997 PM2.5 Standards, the applicable conformity test is the emission budget test, using budgets established in the 2018 PM2.5 Plan. EPA approved 2018 PM2.5 Plan elements pertaining to the 1997 24-hour and 1997 annual PM2.5 standards on January 28 and February 10, 2022, respectively. 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. However, if the 2018 PM2.5 Plan conformity budgets are approved or found adequate, the "upcoming budget test" demonstrates conformity to the new 1997 PM2.5 budgets. The TIP/RTP therefore satisfy the conformity emissions test for PM2.5 and nitrogen oxides.

2006 PM2.5 Standard:

On July 22, 2020, EPA approved portions of the 2018 PM2.5 Plan that pertain to the 2006 24-hour PM2.5 standard, including new transportation conformity budgets and trading mechanism. For the 2006 PM2.5 standard, the applicable conformity test is the emission budget test, using approved budgets established in the 2018 PM2.5 Plan. 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:
On November 26, 2021, EPA issued final approval of the 2016 Moderate Area PM2.5 Plan and portions of the 2018 PM2.5 plan that pertain to the moderate requirements for the 2012 PM2.5 standard. The approval also included reclassification to serious. CARB withdrew 2018 PM2.5 Plan portions dealing with 2012 serious PM2.5 standards on October 27, 2022. Until the new 2012 serious area PM2.5 standard budgets are found adequate or approved, the SJV will conduct conformity determination for the 2012 annual PM2.5 standard using budgets established in the 2016 PM2.5 and 2018 PM2.5 Plan for moderate nonattainment.

For the 2012 PM2.5 standards, the applicable conformity test is the emissions budget test, using moderate area budgets. 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 2023 FTIP Amendment No. 2 and the 2022 RTP Amendment No. 1 is supported.

Table 6-1:
Conformity Results Summary

2023 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	2023 Budget	5.5	14.1		
	2023	5.3	9.6	YES	YES
	2026 Budget	4.9	13.2		
	2026	4.4	8.3	YES	YES
	2029 Budget	4.5	12.4		
	2029	3.9	7.4	YES	YES
	2031 Budget	4.2	12.1		
	2031	3.6	7.0	YES	YES
	2037	3.3	7.0	YES	YES
	2046	2.8	7.1	YES	YES

Standard	Analysis Year	Emissions Total		DID YOU PASS?	
		PM-10 (tons/day)	NOx (tons/day)	PM-10	NOx
PM-10 (2015 SIP Update)	2020 Budget	7.0	25.4		
	2023	6.8	10.1	YES	YES
	2020 Budget	7.0	25.4		
	2029	7.0	7.8	YES	YES
	Adjusted 2020 Budget	7.6	24.5		
	2037	7.6	7.3	YES	YES
	Adjusted 2020 Budget	7.3	25.0		
	2046	7.3	7.4	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
2023	0.811	10.131	5.059		0.596		0.295		**6.8**	**10.1**
2029	0.803	7.753	5.177		0.596		0.414		**7.0**	**7.8**
2037	0.902	7.344	5.522		0.596		0.598		**7.6**	**7.3**
2046	0.952	7.371	5.630		0.596		0.110		**7.3**	**7.4**

Standard	Analysis Year	Emissions Total		DID YOU PASS?	
		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
1997 24-hour PM2.5 Standard	2020 Budget	0.9	25.3		
	2023	0.4	10.2	YES	YES
	2020 Budget	0.9	25.3		
	2029	0.4	7.8	YES	YES
	2020 Budget	0.9	25.3		
	2037	0.4	7.4	YES	YES
	2020 Budget	0.9	25.3		
	2046	0.4	7.4	YES	YES

Standard	Analysis Year	Emissions Total		DID YOU PASS?	
		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
1997 Annual PM2.5 Standard	2023 Budget	0.8	15.1		
	2023	0.4	10.2	YES	YES
	2023 Budget	0.8	15.1		
	2029	0.4	7.8	YES	YES
	2023 Budget	0.8	15.1		
	2037	0.4	7.4	YES	YES
	2023 Budget	0.8	15.1		
	2046	0.4	7.4	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	2023 Budget	0.8	15.5		
	2023	0.4	10.7	YES	YES
	2024 Budget	0.8	15.5		
	2024	0.4	10.2	YES	YES
	2024 Budget	0.8	15.5		
	2031	0.4	7.7	YES	YES
	2024 Budget	0.8	15.5		
	2037	0.4	7.7	YES	YES
	2024 Budget	0.8	15.5		
	2046	0.4	7.7	YES	YES

Standard	Analysis Year	Emissions Total		DID YOU PASS?	
		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
2012 Annual PM2.5 Standard (Moderate and Serious)	2022 Budget	0.9	21.2		
	2023	0.4	10.2	YES	YES
	2022 Budget	0.9	21.2		
	2025	0.4	9.1	YES	YES
	2022 Budget	0.9	21.2		
	2029	0.4	7.8	YES	YES
	2022 Budget	0.9	21.2		
	2037	0.4	7.4	YES	YES
	2022 Budget	0.9	21.2		
	2046	0.4	7.4	YES	YES

UPCOMING BUDGET TEST

(Note: EPA Action is Pending as of This Analysis; The 2015 PM10 SIP Update Budgets Above Will be Used if EPA Doesn't Finalize Dissaproval of These Conformity Budgets before Federal Approval of the 2023 Conformity Analysis)

Standard	Analysis Year	Emissions Total		DID YOU PASS?	
		PM-10 (tons/day)	NOx (tons/day)	PM-10	NOx
PM-10 (2007 Plan)	2020 Budget	16.1	23.2		
	2023	6.8	10.1	YES	YES
	2020 Budget	16.1	23.2		
	2029	7.0	7.8	YES	YES
	2020 Budget	16.1	23.2		
	2037	7.6	7.3	YES	YES
	2020 Budget	16.1	23.2		
	2046	7.3	7.4	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
2023	0.811	10.131	5.059		0.596		0.295		**6.8**	**10.1**
2029	0.803	7.753	5.177		0.596		0.414		**7.0**	**7.8**
2037	0.902	7.344	5.522		0.596		0.598		**7.6**	**7.3**
2046	0.952	7.371	5.630		0.596		0.110		**7.3**	**7.4**

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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 8-10	
§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 11-12	
§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 32-34	
§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 pages 49-50 Appendix 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 based 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 18-19 Table 1-7	

40 CFR	Criteria	Page	Comments
§93.108	Document that the TIP/RTP is fiscally constrained (23 CFR 450).	Appendix B	
§93.109 (a, b)	Document that the TIP/RTP complies with any applicable conformity requirements of air quality implementation plans (SIPs) and court orders.	Ch. 1-6 pages 8-16, 24-32, 34-37, 37-39	
§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 11-19 Ch. 6 pages 51-53	
§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 11-31	
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. 2 Pages 21-32	
§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 28-31	
§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 33	
§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	Ch. 5 pages 48-50	

40 CFR	Criteria	Page	Comments
	§93.105 and 23 CFR 450. Include documentation of 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.	Appendix D & Pages 40-44	
§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.	Table 6-1	
§93.118 (b)	Document for which years consistency with motor vehicle emissions budgets must be shown.	Ch. 1 pages 12-19	
§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. 1 Table 1-7 pages 17-20 Ch. 6 Table 6-1	
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	N/A	

40 CFR	Criteria	Page	Comments
	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)).		
§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 30-32 Appendix 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 40-47	
§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).	N/A	

40 CFR	Criteria	Page	Comments
	Document that assumptions for measures outside the transportation system (e.g. fuels measures) are the same for baseline and action scenarios (a)(5). 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 26-27	
§93.122 (b)(1)(ii) [ii]	Document the land use, population, employment, and other network-based travel model assumptions.	Ch. 2 pages 22-27	
§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 21-26	
§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 24-28	
§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 28-29	
§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 29-30	
§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 28	
§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 29-30	
§93.122 (d)	In areas not subject to §93.122(b), document the continued use of modeling techniques or the use of	Ch. 2 pages 22-23	

40 CFR	Criteria	Page	Comments
	appropriate alternative techniques to estimate vehicle miles traveled		
§93.122 (e, f)	Document, in areas where a SIP identifies construction-related PM10 or PM2.5 as significant pollutants, the inclusion of PM10 and/or PM2.5 construction emissions in the conformity analysis.	Ch. 3 page 34-35	
§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.	Ch, 2 page 29-30 Ch. 4 pages 48-49 Appendix B. Exempt Project Listing	

[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	2023	2024	2025	2026	2029	2031	2037	2042	O2TD	Notes
Caltrans	FRE150055 FRE501717	10300000340	41	Widen from 2-Lane to 4-lane expressway [Excelsior]	From: Kings County Line To Elkhorn Ave	$68,000,000					X	X	X	X	2028	
Caltrans	FRE500516		41	Add NB Auxiliary Lanes	O Street to Shields	$19,500,000							X	X	2035	
Caltrans	FRE500570		41	SR 41-Ashlan to Shaw: Add 1 NB Auxiliary Lane	Ashlan to Shaw	$7,000,000							X	X	2035	
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	2027	
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	2018	
Fresno	FRE500145		41	Widen Off Ramp at Shaw	Interchange Crossstreets:SR 41 Off Ramp & Shaw	$246,000	X	X	X	X	X	X	X	X	2021	
Fresno	FRE500146		41	Auxiliary Lane	From:Gettysburg Overcross To:Shaw Exit Ramp	$1,271,000						X	X	X	2030	
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	2028	
Caltrans	FRE210001		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.	From: El Dorado To: Clinton	$367,300,000			X	X	X	X	X	X	2025	
Huron	FRE500805		269	New Roundabout	From:N/A To:N/A	$3,000,000	X	X	X	X	X	X	X	X	2022	
Huron	FRE500806		269	Lassen Ave & Palmer Ave Intersection Improvements	From:Lassen To: Palmer	$1,600,000						X	X	X	2030	
Huron	FRE500807		269	Lassen Ave & Palmer Ave Intersection Improvements	From:Lassen To: Tornado	$1,600,000				X	X	X	X	X	2026	
Caltrans	FRE111351	20300000748	<interchange>	Interchange Improvements	Interchange Cross Streets:I5 & SR 198	$18,236,000						X	X	X	2031	
Caltrans	FRE111352	20300000752	<interchange>	American Ave @ SR 99-Interchange Improvements	Interchange Cross Streets:American Ave & SR 99	$56,100,000				X	X	X	X	X	2026	
Caltrans	FRE111355	20300000756	<interchange>	North/Cedar/SR 99-Improve Interchange (Measure C Project M in the Urban Regional Program - South Fresno Interchange Project on CTIPS)	North Ave to Cedar	$76,800,000					X	X	X	X	2027	
Caltrans	FRE500520		<interchange>	Replace bridge structures and widen Floral	Interchange Cross Streets:SR 99 & SR 43	$13,000,000							X	X	2035	
Caltrans	FRE500521		<interchange>	Improve interchange	Interchange Cross Streets:SR 99 & Shaw	$86,000,000							X	X	2035	
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	2030	
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	2028	
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	2030	
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	2030	
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	X	2025	

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	2023	2024	2025	2026	2029	2031	2037	2042	O2TD	Notes
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	X	2025	
Huron	FRE501785		12th	Complete connection between 12th St and Lassen Ave	From:12th St To:Lassen	$650,000	X	X	X	X	X	X	X	X	2022	
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	2017	
Caltrans	FRE500514		180 W	2 Lane on New E-W Alignment	I-5 to Junction SR 33/SR180	$305,110,000							X	X	2035	
Parlier	FRE501801		Academy	Bridge/Roadway Widening	City Limits to Dinuba	$972,000							X	X	2034	
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	2019	
Kingsburg	FRE500470		Academy Parkway	New 4 Lane Expressway	From:Mountain View To:Simpson Dist:1.75	$6,000,000			X	X	X	X	X	X	2025	
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	2027	
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	2020	
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	2018	
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	2020	
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	2020	
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	X	X	2022	
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	2020	
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	2020	
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	2020	
Fresno County	FRE500603		American	2 LU to 4 LD	SR 41 to SR 99	$10,250,000							X	X	2037	
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	2027	
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	X	X	2022	
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	X	X	2022	
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	2020	
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	X	2025	

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	2023	2024	2025	2026	2029	2031	2037	2042	O2TD	Notes
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	2027	
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	2030	
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	2030	
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	2030	
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	2027	
Caltrans	FRE500490		Ashlan	Grade separation	UPRR to SR99	$7,600,000							X	X	2035	
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	X	2025	
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	2020	
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	X	X	2022	
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	2018	
Fresno	FRE190019		Ashlan	Ashlan Ave from Polk to Cornelia; widen to eastbound lane from 1 lane to 2 lanes, install median, sidewalks, streetlights	From:Polk To:Cornelia	$3,313,000		X	X	X	X	X	X	X	2024	
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	2030	
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	X	X	2023	
Fresno	FRE500617		Ashlan	WB 2 LU to 4 LD with bike lanes and sidewalks	From:Polk To:Cornelia Dist:.5	$1,500,000			X	X	X	X	X	X	2025	
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	2030	
Fresno	FRE500619		Ashlan	Unconstructed to 4 LD	From:Garfield To:Grantland Dist:.5	$1,550,000			X	X	X	X	X	X	2025	
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	X	X	2022	
Fresno	FRE500621		Barstow	2 LU to 4 LU	From:Grantland To:Bryan Dist:.5	$1,450,000	X	X	X	X	X	X	X	X	2021	
Fresno	FRE500622		Barstow	Unconstructed to 4L	From:Bryan To:Hayes Dist:.5	$1,450,000	X	X	X	X	X	X	X	X	2021	
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	2030	
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	2030	

Regionally Significant Project Listing

			Description			Estimated Cost	Conformity Analysis Year (project open to traffic)								O2TD	Notes
Jurisdiction / Agency	TIP/RTP Project ID	CTIPs Project ID	Facility Name/Route	Type of Improvement	Project Limits		2023	2024	2025	2026	2029	2031	2037	2042		
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	2027	
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	X	X	2022	
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	X	X	2022	
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	X	2025	
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	2027	
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	2030	
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	X	2025	
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	2030	
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	2035	
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	X	2025	
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	X	X	2022	
Sanger	FRE501802		Bethel	Widen North Ave bridge over C&K Canal	Bethel Avenue at Lone Tree Canal (at Central Avenue)	$8,000,000								X	2040	
Sanger	FRE501803		Bethel	Widen to 4-lane divided arterial and rehabilitate roadway	From UPRR to SR 180	$2,000,000							X	X	2035	
Sanger	FRE501804		Bethel	Widen to 4-lane divided arterial and rehabilitate roadway	From North Ave to Central Ave	$2,000,000								X	2038	
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	2030	
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	X	2025	
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	2030	
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	2027	
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	X	X	2022	
Fresno	FRE501075		Broadway	Unconstructed to 2 LU with sidewalks	From:Fresno To:Tuolumne Dist:0.2	$400,000						X	X	X	2030	
Fresno	FRE500645		Bryan	Unconstructed to 3 LU with bike lanes, sidewalks, curb, gutter	From:Belmont To:McKinley Dist:1	$2,000,000							X	X	2035	
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	2020	
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	2020	
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	2020	

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	2023	2024	2025	2026	2029	2031	2037	2042	O2TD
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	X	2025
Fresno	FRE500455		Bullard	4 LU to 2 LD	From:Fruit To:Palm Dist:.5	$2,000,000						X	X	X	2030
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	2035
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	X	2021
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	2018
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	2027
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	X	X	2023
Reedley	FRE500764		Buttonwillow	Roadway widening - 2 to 4 lanes	Manning to Parlier	$2,400,000				X	X	X	X	X	2026
Reedley	FRE500764		Buttonwillow	Roadway widening - 2 to 4 lanes	Huntsman to Dinuba	$2,190,000					X	X	X	X	2028
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	2028
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	2030
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	2030
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	2028
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	2027
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	X	2025
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	X	2025
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	2030
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	2027
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	2027
Fresno County	FRE500473		Central	2 LU to 4 LD	Golden State Boulevard to Willow Avenue	$1,577,000							X	X	2037
Fresno County	FRE500585		Central	2 LU to 4 LD	Willow Avenue to Clovis Avenue	$4,731,000							X	X	2037
Fresno County	FRE500667		Central	2 LU to 4 LD	SR 99 SB off-ramp to Golden State Blvd.	$356,000							X	X	2037
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	2030
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	X	2025
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	X	X	2022

Notes

Regionally Significant Project Listing

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Jurisdiction / Agency	TIP/RTP Project ID	CTIPs Project ID	Facility Name/Route	Type of Improvement	Project Limits	Estimated Cost	2023	2024	2025	2026	2029	2031	2037	2042	O2TD	Notes
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	2027	
Fresno County	FRE500456		Chestnut	2 LU to 4 LD	American Avenue to SR 99	$3,154,000							X	X	2037	
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	X	2025	
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	2027	
Kerman	FRE501790		Church	Construct 2 LD Collector,Median, Sidewalks, Bike Lanes, Curb and Gutter, Streetlights	Modoc to Siskiyou	$2,600,000								X	2038	
Kerman	FRE501791		Church	Construct 2 LU Collector, Curb and Gutter, Streetlights	Madera to Vineland	$2,300,000					X	X	X	X	2028	
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	2030	
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	2030	
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	2030	
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	2030	
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	X	X	2022	
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	2020	
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	X	2025	
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	2028	
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	X	2021	
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	X	2025	
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	X	2025	
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	2020	
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	2027	
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	X	2025	
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	X	2025	
Kerman	FRE501792		Del Norte	Construct 2 LU Collector, Curb and Gutter, Streetlights	Church to UPRR	$2,300,000					X	X	X	X	2028	
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	2020	

Regionally Significant Project Listing

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Jurisdiction / Agency	TIP/RTP Project ID	CTIPs Project ID	Facility Name/Route	Type of Improvement	Project Limits	Estimated Cost	2023	2024	2025	2026	2029	2031	2037	2042	O2TD	Notes
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	2020	
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	2020	
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	X	2022	
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	2020	
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	2020	
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	X	2023	
Selma	FRE500866		Dinuba	In Selma, on Dinuba Ave from Golden State to Mitchell Ave, widening of Dinuba Ave on the NS of roadway to full width including curb and gutter, sidewalks, curb returns, and a dedicated right turn at Golden State. Pedestrian walkways on NS of street and mitigate congestion at Golden State by providing for dedicated queing of traffic headed NB on Golden State.	Dinuba Avenue- From: Golden State To: Mitchell	$1,300,000			X	X	X	X	X	X	2025	
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	2027	
Fresno	FRE500711		Fancher Creek	Unconstructed to 2 LD	From:Renn To:Fowler Dist:.15	$232,500	X	X	X	X	X	X	X	X	2021	
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	2030	
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	2020	
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	2030	
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	2030	
Reedley	FRE500713		Frankwood	Roadway widening - 2 to 4 lanes	I Street to Floral Avenue	$4,500,000			X	X	X	X	X	X	2025	
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	2030	
Fresno	FRE500718		G Street	Construct 4-lane facility on new alignment	From:Divisidero To:Belmont Dist:.6	$1,860,000						X	X	X	2030	
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	2030	
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	X	X	2022	
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	X	2025	

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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	X	X	2022
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	2020
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	2030
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	2030
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	2030
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	2030
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	2030
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	2030
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	X	2025
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	2030
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	2035
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	2030
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	2030
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	2030
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	2030
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	X	2025
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	X	2025
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	X	X	2022
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	$7,030,000	X	X	X	X	X	X	X	X	2022

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Jurisdiction / Agency	TIP/RTP Project ID	CTIPs Project ID	Facility Name/Route	Type of Improvement	Project Limits	Estimated Cost	2023	2024	2025	2026	2029	2031	2037	2042	O2TD
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	$7,030,000	X	X	X	X	X	X	X	X	2022
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	2030
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	2030
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	$24,072,000	X	X	X	X	X	X	X	X	2023
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	X	2021
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	2027
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	2027
Fresno	FRE501757		Herndon	5 LD to 6 LD with sidewalk	From:Hayest To:Spruce Dist:0.6	$2,460,000					X	X	X	X	2027
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	X	2025
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	X	2025
Kerman	FRE501793		Howard	Widen 2 LU to 4 LD, Sidewalks, Bike Lanes, Curb and Gutter, Streetlights	California to Whitesbridge	$5,600,000									2043
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	2035
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	2030
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	2030
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	2030
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	2027
Fresno County	FRE501738		Jayne	2 LU to 4 LD	Glenn Avenue to Interstate 5	$304,000							X	X	2037
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	2027
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	2030

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Regionally Significant Project Listing

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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	2035
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	2030
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	2030
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	X	2025
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	X	2025
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	2030
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	X	2021
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	2030
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	2020
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	X	X	2022
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	2030
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	X	X	2022
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	2028
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	X	X	2022
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	X	X	2022
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	2028
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	2033
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	2030
Fresno County	FRE500381		Manning	2 LU to 4 LD	Buttonwillow Avenue to Alta Avenue	$11,038,000						X	X	X	2030
Fresno County	FRE500511		Manning	2 LU to 4 LD	Alta Avenue to Hill Avenue	$8,569,000							X	X	2035
Reedley	FRE500761		Manning	Roadway widening - 2 to 4 lanes	Buttonwillow to Englehart	$3,500,000						X	X	X	2030

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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	2030
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	2020
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	X	2025
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	2030
Fresno	FRE500388		Marks	2 LU to 4 LD with sidewalks, curb, gutter	From:Weber To:Dakota Dist:.5	$1,550,000						X	X	X	2030
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	2030
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	2030
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	2030
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	2027
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	2027
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	2027
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	2030
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	2030
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	2030
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	2035
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	$4,575,000	X	X	X	X	X	X	X	X	2023
Fresno	FRE500398		McKinley	Unconstructed to 3 LU with bike lanes, sidewalks	From:Sunnyside To:Fowler Dist:.75	$1,500,000						X	X	X	2030
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	2035
Fresno	FRE500589		McKinley	2 LU to 4 LD with bike lanes, sidewalks	From:Temperance To:Locan Dist:.5	$1,550,000						X	X	X	2030
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	2027
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	2030
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	2027
Fresno County	FRE150057		Millerton	Millerton Road - Friant Road to Marina Drive: Widen from 2 LU to 4 LD	Friant to Marina	$28,265,897						X	X	X	2030

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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	X	2025	
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	2020	
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	2024	Combined in 2023 FTIP as FRE170005
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	2030	
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	2028	
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	2027	
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	X	X	2022	
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	2021	
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	2020	
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	X	X	2022	
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	X	X	2022	
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	2020	
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	X	2025	
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	X	X	2022	
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	2027	

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Fresno	FRE500414		Neilson	Unconstructed to 3 LU with bike lanes, sidewalks	From:Blythe To:Brawley Dist:.5	$1,000,000							X	X	2035	
Kerman	FRE501797		Nielsen	Construct 2 LD Collector,Median, Sidewalks, Bike Lanes, Curb and Gutter, Streetlights	Madera to Sycamore	$7,800,000									2043	
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	2035	
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	2030	
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	2027	
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	2027	
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	2027	
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	2027	
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	2027	
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	2030	
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	2030	
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	2030	
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	2030	
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	2030	
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	2027	
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	X	2025	
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	2020	
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	X	2025	
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	2028	
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	X	2021	
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	2030	
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	2020	

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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	2020	
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	2020	
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	2020	
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	X	2021	
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	X	X	2022	
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	X	X	2022	
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	X	X	2023	
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	2030	
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	2030	
Fresno	FRE500438		Polk	Unconstructed to 4 LD with bike lanes, sidewalks, curb, gutter	From:Olive To:Belmont Dist:.5	$1,550,000							X	X	2035	
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	2030	
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	2035	
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	2035	
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	X	X	2022	
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	X	X	2022	
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	X	2025	
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	X	2021	
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	X	2021	
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	2027	

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	2023	2024	2025	2026	2029	2031	2037	2042	O2TD	Notes
Fresno	FRE500447		Shaw	4 LD to 6 LD (retrofit)	From:Blythe To:Brawley Dist:0.5	$2,050,000						X	X	X	2030	
Fresno	FRE500482		Shaw	2 LU to 6 LD	From:Veterans Blvd To:Golden State Dist:.8	$3,280,000						X	X	X	2030	
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	2030	
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	2030	
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	2027	
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	2027	
Fresno County	FRE500448		Shaw	2 LU to 4 LD	McCall Avenue to Academy Avenue	$13,140,000							X	X	2035	
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	2020	
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	2030	
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	2020	
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	X	2025	
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	2020	
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	X	2025	
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	X	2025	
Fresno	FRE500495		Shepherd	2 LD to 4 LD with sidewalks, curb & gutter	From:Chestnut To:Willow Dist:.5	$930,000					X	X	X	X	2027	
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	2030	
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	X	2025	
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	2030	
Fresno	FRE500505		Sierra	2 LU to 4 LU	From:SR 41 Bridge To:Fresno St Dist:.2	$580,000						X	X	X	2030	
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	2027	
Kingsburg	FRE500466		Sierra	2 LU to 4 LU	From:Bethel Ave To:Sixth St Dist:.8	$1,250,000			X	X	X	X	X	X	2025	
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	2030	
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									2043	
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	2027	

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**	**2023**	**2024**	**2025**	**2026**	**2029**	**2031**	**2037**	**2042**	O2TD
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	2030
Orange Cove	FRE501800		SR 63, Hills Valley Road	Widen to 4-lane arterial and rehabilitate roadway	From Park to Clayton	$3,500,000								X	2042
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	2030
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	2020
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	2020
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	2020
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	2030
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	2030
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	2018
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	X	X	2022
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	X	X	2022
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	X	2025
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	2027
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	2027
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	2035
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	2035
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	X	2025
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	2020
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	2019
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	2026

Notes

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	2023	2024	2025	2026	2029	2031	2037	2042	O2TD	Notes
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	X	X	2024	
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	X	2025	
Fresno	FRE500532		Valentine	2 LU to 4LU with bike lanes, sidewalks, curb, gutter	From:Weber To:Ashlan Dist:.3	$870,000						X	X	X	2030	
Fresno	FRE500571		Valentine	2 LU to 4 LU with bike lanes, sidewalks	From:Ashlan To:Gettysburg Dist:.5	$2,050,000						X	X	X	2030	
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	2027	
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	2028	
Fresno	FRE111328	20300000735	Veterans	Veterans Blvd./SR 99 Interchange; partial cloverleaf interchange with bridges over SR 99, Golden State Blvd., and southbound off-ramp, 6LD Veterans Blvd., 2 lane connecting street to Golden State Blvd., and Sierra Avenue street improvements to Bullard Avenue	From: Bullard/Riverside to Barstow/Bryan	$91,169,000	X	X	X	X	X	X	X	X	2023	
Fresno	FRE111329	20300000736	Veterans	Phase 1 - Extension of Bullard Ave from 650ft n/o Carnegie Ave to Veterans Blvd; 2LD Phase 2 – Bridge over UPRR & CHSRA tracks at HWY 99; bridge structure with 6 LD Veterans Blvd. 2LD Veterans Blvd from Riverside Dr to new HWY99 bridge Phase 4a - Extension of Veterans Blvd from Bryan/Barstow to Shaw - 4 LD, 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	X	2021	
Fresno	FRE190016		Veterans	Phase 4b - Extension of Veterans Blvd from Riverside/Bullard to Herndon - 6 LD, and transitional Herndon Ave street improvements.	Riverside/Bullard to Herndon	$7,491,000	X	X	X	X	X	X	X	X	2023	
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	X	2025	
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	2030	
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	2027	
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	2027	
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	X	X	2025	Combined in 2023 FTIP as FRE170005
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	X	X	2022	

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	2023	2024	2025	2026	2029	2031	2037	2042	O2TD
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	X	X	2022
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	2030
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	2030
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	2027
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	2027
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	2028
Kerman	FRE501799		Whitesbridge	Widen 3 LU to 4 LD, Sidewalks, Bike Lanes, Curb & Gutter, Streetlights	Goldenrod to Howard	$7,200,000							X	X	2033
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	2018
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	2020
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	X	2025
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	2028
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	2028
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	X	2025
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	2030
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	X	X	2022
Fresno County	FRE500559		Willow	2 LU to 4 LD	Copper Avenue to Friant Road	$4,909,000							X	X	2037

Notes

APPENDIX C

CONFORMITY ANALYSIS DOCUMENTATION

2023 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	2023 Budget	5.5	14.1		
	2023	5.3	9.6	YES	YES
	2026 Budget	4.9	13.2		
	2026	4.4	8.3	YES	YES
	2029 Budget	4.5	12.4		
	2029	3.9	7.4	YES	YES
	2031 Budget	4.2	12.1		
	2031	3.6	7.0	YES	YES
	2037	3.3	7.0	YES	YES
	2046	2.8	7.1	YES	YES

Standard	Analysis Year	Emissions Total		DID YOU PASS?	
		PM-10 (tons/day)	NOx (tons/day)	PM-10	NOx
PM-10 (2015 SIP Update)	2020 Budget	7.0	25.4		
	2023	6.8	10.1	YES	YES
	2020 Budget	7.0	25.4		
	2029	7.0	7.8	YES	YES
	Adjusted 2020 Budget	7.6	24.5		
	2037	7.6	7.3	YES	YES
	Adjusted 2020 Budget	7.3	25.0		
	2046	7.3	7.4	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
2023	0.811	10.131	5.059		0.596		0.295		**6.8**	**10.1**
2029	0.803	7.753	5.177		0.596		0.414		**7.0**	**7.8**
2037	0.902	7.344	5.522		0.596		0.598		**7.6**	**7.3**
2046	0.952	7.371	5.630		0.596		0.110		**7.3**	**7.4**

Standard	Analysis Year	Emissions Total		DID YOU PASS?	
		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
1997 24-hour PM2.5 Standard	2020 Budget	0.9	25.3		
	2023	0.4	10.2	YES	YES
	2020 Budget	0.9	25.3		
	2029	0.4	7.8	YES	YES
	2020 Budget	0.9	25.3		
	2037	0.4	7.4	YES	YES
	2020 Budget	0.9	25.3		
	2046	0.4	7.4	YES	YES

Standard	Analysis Year	Emissions Total		DID YOU PASS?	
		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
1997 Annual PM2.5 Standard	2023 Budget	0.8	15.1		
	2023	0.4	10.2	YES	YES
	2023 Budget	0.8	15.1		
	2029	0.4	7.8	YES	YES
	2023 Budget	0.8	15.1		
	2037	0.4	7.4	YES	YES
	2023 Budget	0.8	15.1		
	2046	0.4	7.4	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	2023 Budget	0.8	15.5		
	2023	0.4	10.7	YES	YES
	2024 Budget	0.8	15.5		
	2024	0.4	10.2	YES	YES
	2024 Budget	0.8	15.5		
	2031	0.4	7.7	YES	YES
	2024 Budget	0.8	15.5		
	2037	0.4	7.7	YES	YES
	2024 Budget	0.8	15.5		
	2046	0.4	7.7	YES	YES

Standard	Analysis Year	Emissions Total		DID YOU PASS?	
		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
2012 Annual PM2.5 Standard (Moderate and Serious)	2022 Budget	0.9	21.2		
	2023	0.4	10.2	YES	YES
	2022 Budget	0.9	21.2		
	2025	0.4	9.1	YES	YES
	2022 Budget	0.9	21.2		
	2029	0.4	7.8	YES	YES
	2022 Budget	0.9	21.2		
	2037	0.4	7.4	YES	YES
	2022 Budget	0.9	21.2		
	2046	0.4	7.4	YES	YES

UPCOMING BUDGET TEST

(Note: EPA Action is Pending as of This Analysis; The 2015 PM10 SIP Update Budgets Above Will be Used if EPA Doesn't Finalize Dissaproval of These Conformity Budgets before Federal Approval of the 2023 Conformity Analysis)

Standard	Analysis Year	Emissions Total		DID YOU PASS?	
		PM-10 (tons/day)	NOx (tons/day)	PM-10	NOx
PM-10 (2007 Plan)	2020 Budget	16.1	23.2		
	2023	6.8	10.1	YES	YES
	2020 Budget	16.1	23.2		
	2029	7.0	7.8	YES	YES
	2020 Budget	16.1	23.2		
	2037	7.6	7.3	YES	YES
	2020 Budget	16.1	23.2		
	2046	7.3	7.4	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
2023	0.811	10.131	5.059		0.596		0.295		**6.8**	**10.1**
2029	0.803	7.753	5.177		0.596		0.414		**7.0**	**7.8**
2037	0.902	7.344	5.522		0.596		0.598		**7.6**	**7.3**
2046	0.952	7.371	5.630		0.596		0.110		**7.3**	**7.4**

EMFAC Emissions (tons/day)

Fresno

Pollutant	Source	Description	2023	2024	2025	2026	2029	2031	2037	2046
Ozone 2008 and 2015 standards (2016 Ozone SIP)	EMFAC 2021 (Summer Run)	ROG Total Exhaust (All Vehicles Total)	5.20			4.39	3.83	3.52	3.28	2.71
		Conformity Total	5.30			4.40	3.90	3.60	3.30	2.80
Ozone 2008 and 2015 standards (2016 Ozone SIP)	EMFAC 2021 (Summer Run)	NOx Total Exhaust (All Vehicles Total)	9.53			8.22	7.34	6.94	6.98	7.02
		Conformity Total	9.60			8.30	7.40	7.00	7.00	7.10
PM-10 (2015 SIP Update)	EMFAC 2021 (Annual Run)	PM-10 Total (All Vehicles Total) * includes tire & brake wear	0.81				0.80		0.90	0.95
		Conformity Total	0.81				0.80		0.90	0.95
PM-10 (2015 SIP Update)	EMFAC 2021 (Annual Run)	NOx Total Exhaust (All Vehicles Total)	10.13				7.75		7.34	7.37
		Conformity Total	10.13				7.75		7.34	7.37
PM2.5 24-hr 1997 standard (2018 PM2.5 SIP)	EMFAC 2021 (Annual Run)	PM2.5 Total Exhaust (All Vehicles Total) * includes tire & brake wear	0.33				0.32		0.34	0.36
		Conformity Total	0.40				0.40		0.40	0.40
PM2.5 24-hr 1997 standards (2018 PM2.5 SIP)	EMFAC 2021 (Annual Run)	NOx Total Exhaust (All Vehicles Total)	10.13				7.75		7.34	7.37
		Conformity Total	10.20				7.80		7.40	7.40
PM2.5 Annual 1997 standard (2018 PM2.5 SIP)	EMFAC 2021 (Annual Run)	PM2.5 Total Exhaust (All Vehicles Total) * includes tire & brake wear	0.33				0.32		0.34	0.36
		Conformity Total	0.40				0.40		0.40	0.40
PM2.5 Annual 1997 standard (2018 PM2.5 SIP)	EMFAC 2021 (Annual Run)	NOx Total Exhaust (All Vehicles Total)	10.13				7.75		7.34	7.37
		Conformity Total	10.20				7.80		7.40	7.40
PM2.5 24-hour 2006 standard (2018 PM2.5 SIP)	EMFAC 2021 (Winter Run)	PM2.5 Total Exhaust (All Vehicles Total) * includes tire & brake wear	0.33	0.33				0.31	0.34	0.36
		Conformity Total	0.40	0.40				0.40	0.40	0.40
PM2.5 24-hour 2006 standard (2018 PM2.5 SIP)	EMFAC 2021 (Winter Run)	NOx Total Exhaust (All Vehicles Total)	10.63	10.12				7.63	7.65	7.66
		Conformity Total	10.70	10.20				7.70	7.70	7.70
PM2.5 Annual 2012 standard Moderate and Serious (2016 and 2018 PM2.5 SIP)	EMFAC 2021 (Annual Run)	PM2.5 Total Exhaust (All Vehicles Total) * includes tire & brake wear	0.33		0.32		0.32		0.34	0.36
		Conformity Total	0.40		0.40		0.40		0.40	0.40
PM2.5 Annual Moderate (2016 and 2018 PM2.5 SIP)	EMFAC 2021 (Annual Run)	NOx Total Exhaust (All Vehicles Total)	10.13		9.06		7.75		7.34	7.37
		Conformity Total	10.20		9.10		7.80		7.40	7.40

UPCOMING BUDGET TEST

(Note: EPA Action is Pending as of This Analysis; The 2015 PM10 SIP Update Budgets Above Will be Used if EPA Doesn't Finalize Dissaproval of These Conformity Budgets before Federal Approval of the 2023 Conformity Analysis)

Pollutant	Source	Description	2023	2029	2037	2046
PM-10 (2007 Maintenance SIP)	EMFAC 2021 (Annual Run)	PM-10 Total (All Vehicles Total) * includes tire & brake wear	0.81	0.80	0.90	0.95
		Conformity Total	0.81	0.80	0.90	0.95
PM-10 (2007 Maintenance SIP)	EMFAC 2021 (Annual Run)	NOx Total Exhaust (All Vehicles Total)	10.13	7.75	7.34	7.37
		Conformity Total	10.13	7.75	7.34	7.37

Road Construction Dust

FRESNO

Description	2023		2029		2037		2046	
	Year	Lane Miles	Year	Lane Miles	Year	Lane Miles	Year	Lane Miles
Baseline	2005	6380	2022	6736	2029	6930	2037	7250
Horizon	2023	6736	2029	6930	2037	7250	2046	7316
Difference	18	356	7	194	8	320	9	66
Lane Miles per Year		20		28		40		7
Acres Disturbed		77		107		155		28
Acre-Months		1379		1935		2793		512
Emissions (tons/year)		151.689		212.846		307.200		56.320
Annual Average Day Emissions (tons)		0.416		0.583		0.842		0.154
District Rule 8021 Control Rates		0.290		0.290		0.290		0.290
Total Emissions (tons per day)		**0.295**		**0.414**		**0.598**		**0.110**

Paved Road Dust Emissions (tons/day)

FRESNO 2023

			VMT Daily	VMT (million/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)	District Rule 8061/ISR Control Rates	Control-Adjusted Emissions
Enter Freeway VMT ==>		Freeway	7,682,844	2,804	214.269	208.390	0.571	0.075	0.528
Enter Arterial VMT ==>		Arterial	11,692,250	4,268	542.627	527.738	1.446	0.282	1.038
Enter Collector VMT ==>		Collector	2,636,009	962	122.335	118.978	0.326	0.407	0.193
		Urban	1,224,203	447	425.639	413.960	1.134	0.324	0.767
Enter Total of Urban and Rural		Rural	694,611	254	1044.700	1016.036	2.784	0.090	2.533
Local VMT Here =>	1,918,814								
		Totals	23,929,917	8,734	2349.570	2285.103	6.261		5.059

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	7,921,993	2,892	220.939	214.877	0.589	0.075	0.545
Enter Arterial VMT ==>		Arterial	11,828,099	4,317	548.931	533.870	1.463	0.282	1.050
Enter Collector VMT ==>		Collector	2,755,696	1,006	127.889	124.380	0.341	0.407	0.202
		Urban	1,254,033	458	436.010	424.047	1.162	0.324	0.785
Enter Total of Urban and Rural		Rural	711,536	260	1070.156	1040.793	2.851	0.090	2.595
Local VMT Here =>	1,965,569								
		Totals	24,471,357	8,932	2403.926	2337.968	6.405		5.177

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	10,698,929	3,905	298.386	290.199	0.795	0.075	0.735
Enter Arterial VMT ==>		Arterial	12,490,037	4,559	579.651	563.747	1.545	0.282	1.109
Enter Collector VMT ==>		Collector	2,865,362	1,046	132.979	129.330	0.354	0.407	0.210
		Urban	1,286,477	470	447.290	435.018	1.192	0.324	0.806
Enter Total of Urban and Rural		Rural	729,945	266	1097.843	1067.721	2.925	0.090	2.662
Local VMT Here =>	2,016,422								
		Totals	28,070,750	10,246	2556.149	2486.015	6.811		5.522

FRESNO 2046

			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	10,976,656	4,006	306.132	297.732	0.816	0.075	0.755
Enter Arterial VMT ==>		Arterial	12,700,198	4,636	589.404	573.233	1.571	0.282	1.128
Enter Collector VMT ==>		Collector	2,914,063	1,064	135.239	131.528	0.360	0.407	0.214
		Urban	1,311,064	479	455.839	443.332	1.215	0.324	0.821
Enter Total of Urban and Rural		Rural	743,895	272	1118.825	1088.127	2.981	0.090	2.713
Local VMT Here =>	2,054,960								
		Totals	28,645,877	10,456	2605.439	2533.952	6.942		5.630

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

Unpaved Road Dust Emissions (tons/day)

FRESNO 2023

	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 2046

	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 (2015 SIP Update Budgets)

FRESNO CONFORMITY ESTIMATES (tons/day)

	2023		2029		2037		2046	
	PM10	NOx	PM10	NOx	PM10	NOx	PM10	NOx
Total On-Road Exhaust	0.811	10.131	0.803	7.753	0.902	7.344	0.952	7.371
Paved Road Dust	5.059		5.177		5.522		5.630	
Unpaved Road Dust	0.596		0.596		0.596		0.596	
Road Construction Dust	0.295		0.414		0.598		0.110	
Total	**6.762**	**10.131**	**6.991**	**7.753**	**7.618**	**7.344**	**7.288**	**7.371**

Difference (2020 Budget - 2023)

	PM10	NOx
2020 Budgets	7.0	25.4
2023	6.8	10.1
Difference	**0.2**	**15.3**
* 1.5 (Adjustment to NOx Budget)	-0.3	

Difference (2020 Budget - 2029)

	PM10	NOx
2020 Budgets	7.0	25.4
2029	7.0	7.8
Difference	**0.0**	**17.6**
* 1.5 (Adjustment to NOx Budget)	0.0	

Difference (2020 Budget - 2037)

	PM10	NOx
2020 Budgets	7.0	25.4
2037	7.6	7.3
Difference	**-0.6**	**18.1**
* 1.5 (Adjustment to NOx Budget)	0.9	

Difference (2020 Budget - 2046)

	PM10	NOx
2020 Budgets	7.0	25.4
2046	7.3	7.4
Difference	**-0.3**	**18.0**
* 1.5 (Adjustment to NOx Budget)	0.5	

1:1.5 PM10 to NOx Trading

Adjusted 2020 Budget	**6.8**	**25.7**	
2023 Conformity Total	**6.8**	**10.1**	
Difference	**0.0**	**15.6**	**NOTE: FINAL DIFFERENCE MUST BE POSITIVE**

Adjusted 2020 Budget	**7.0**	**25.4**	
2029 Conformity Total	**7.0**	**7.8**	
Difference	**0.0**	**17.6**	**NOTE: FINAL DIFFERENCE MUST BE POSITIVE**

Adjusted 2020 Budget	**7.6**	**24.5**	TRADING WAS IMPLEMENTED
2037 Conformity Total	**7.6**	**7.3**	
Difference	**0.0**	**17.2**	**NOTE: FINAL DIFFERENCE MUST BE POSITIVE**

Adjusted 2020 Budget	**7.3**	**25.0**	TRADING WAS IMPLEMENTED
2046 Conformity Total	**7.3**	**7.4**	
Difference	**0.0**	**17.6**	**NOTE: FINAL DIFFERENCE MUST BE POSITIVE**

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

PM10 Emission Trading Worksheet (2007 Maintenance Plan)

FRESNO CONFORMITY ESTIMATES (tons/day)

	2023		2029		2037		2046	
	PM10	NOx	PM10	NOx	PM10	NOx	PM10	NOx
Total On-Road Exhaust	0.811	10.131	0.803	7.753	0.902	7.344	0.952	7.371
Paved Road Dust	5.059		5.177		5.522		5.630	
Unpaved Road Dust	0.596		0.596		0.596		0.596	
Road Construction Dust	0.295		0.414		0.598		0.110	
Total	**6.762**	**10.131**	**6.991**	**7.753**	**7.618**	**7.344**	**7.288**	**7.371**

Difference (2020 Budget - 2023)

	PM10	NOx
2020 Budgets	16.1	23.2
2023	6.8	10.1
Difference	**9.3**	**13.1**
* 1.5 (Adjustment to NOx Budget)	-14.0	

Difference (2020 Budget - 2029)

	PM10	NOx
2020 Budgets	16.1	23.2
2029	7.0	7.8
Difference	**9.1**	**15.4**
* 1.5 (Adjustment to NOx Budget)	-13.7	

Difference (2020 Budget - 2037)

	PM10	NOx
2020 Budgets	16.1	23.2
2037	7.6	7.3
Difference	**8.5**	**15.9**
* 1.5 (Adjustment to NOx Budget)	-12.8	

Difference (2020 Budget - 2046)

	PM10	NOx
2020 Budgets	16.1	23.2
2046	7.3	7.4
Difference	**8.8**	**15.8**
* 1.5 (Adjustment to NOx Budget)	-13.2	

1:1.5 PM10 to NOx Trading

Adjusted 2020 Budget	**6.8**	**37.2**	
2023 Conformity Total	**6.8**	**10.1**	
Difference	**0.0**	**27.1**	**NOTE: FINAL DIFFERENCE MUST BE POSITIVE**

Adjusted 2020 Budget	**7.0**	**36.9**	
2029 Conformity Total	**7.0**	**7.8**	
Difference	**0.0**	**29.1**	**NOTE: FINAL DIFFERENCE MUST BE POSITIVE**

Adjusted 2020 Budget	**7.6**	**36.0**	
2037 Conformity Total	**7.6**	**7.3**	
Difference	**0.0**	**28.7**	**NOTE: FINAL DIFFERENCE MUST BE POSITIVE**

Adjusted 2020 Budget	**7.3**	**36.4**	
2046 Conformity Total	**7.3**	**7.4**	
Difference	**0.0**	**29.0**	**NOTE: FINAL DIFFERENCE MUST BE POSITIVE**

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

APPENDIX D

TIMELY IMPLEMENTATION DOCUMENTATION FOR TRANSPORTATION CONTROL MEASURES

Fresno Council of Governments
Timely Implementation Documentation
2023 FTIP Amendment #2 / 2022 RTP Amendment #1 / 2023 Conformity

RACM Commitment	Agency	Commitment Description	Original Commitment Schedule	Commitment Funding	TIP	TIP Project ID	Project Description	2022 RTP / 2023 FTIP Conformity	2023 Conformity FTIP Amendment #2 / 2022 RTP Amendment #1
								(as of 04/2022)	(as of 04/2023)
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
		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

RACM Commitment	Agency	Commitment Description	Original Commitment Schedule	Commitment Funding	TIP	TIP Project ID	Project Description	2022 RTP / 2023 FTIP Conformity (as of 04/2022)	2023 Conformity FTIP Amendment #2 / 2022 RTP Amendment #1 (as of 04/2023)
		Willow			2000	FRE000112	Construction of Grade Crossings Along Old Town Trail at Willow and Nees Avenues	Complete	Complete
		Ashlan Bicycle Lane			2000	FRE000107	Construct Bicycle Lane on Ashlan Avenue (Winery to Minnewawa Ave.)	Complete	Complete
		Shaw-Temperance Traffic Signal			1996/1998	NO ID NUMBER	Install actuated traffic signal & transitional pavement at & adjacent to Shaw & Temperance Ave.	Complete	Complete
		Clovis Civic Center Bicycle Lockers			1996	NO ID NUMBER	Install bicycle lockers at the Clovis Civic Center	Complete	Complete
		Installation of Bus Shelters			2000	FRE000110	Install Five Transit Bus Shelters at Various Locations	Complete	Complete
FR 5.3/TCM 1	Coalinga	Traffic signal on SR198 & Phelps Avenue		2003 CMAQ	2004	FRE020110	Install Traffic Signal at Intersection of SR33/SR198 and Phelps Avenue.	Complete	Complete
FR 9.3/9.5/10.4/10.5/ 10.7/TCM4/19.18	Coalinga	Off-street bike path on SR33 (Jayne Avenue), Merced Avenue-Willow Springs		2002 CMAQ	2002	FRE020107	Construct Bicycle Lane on Polk Street/SR198 (Merced to Willow Springs Ave.)	Complete	Complete
		Bicycle and Pedestrian Programs	implemented and ongoing	CMAQ, TEA			Bikeway: Monterey Ave. from creek at Cambridge Ave to Washington Street	Complete	Complete
							Bikeway: Cambridge Avenue from SR 33/Elm Avenue to Monterey Avenue	Complete	Complete
							Bikeway: Polk Street from Monterey Avenue to Merced Ave.	Complete	Complete
FR 5.3	Fowler	Add left turn phasing to intersection of Merced Street and Golden State Blvd.		2002 $616,000 STP	2002	FRE020609	Golden State Boulevard/Merced Ave. Intersection Reconstruction to Improve Channel/Signalization	Complete	Complete
FR 9.3/10.4/10.5/10.7 /TCM4/19.18	Fowler	Sidewalk improvements in the vicinity of 5th Street and Main Street	ongoing	CMAQ	2002	FRE020112	Construct Pedestrian Sidewalks Along Main Street (4th to 6th St.) and Along 5th Street (Main to Merced)	Complete	Complete
FR 5.1/5.2/TCM1	Fresno	Nine projects	underway	$13 M CMAQ					
		FCMA Signal Synchronization (Phase I, II, and III)			1996 - 2002	FRE020118	FCMA Signal Synchronization Project Implementation All Phases	Complete	Complete
		Shaw & Blackstone			2000	FRE000117	Traffic Signal Improvements to Include Dual-Left Turn Phasing & Signal Appurtenances (Shaw and Blackstone Avenues)	Complete	Complete
		Shaw & Fresno			2000/2002	FRE020116	Traffic signal improvements to Include Dual-Left Turn Phasing & Signal Appurtenances (Shaw and Fresno Avenues)	Complete	Complete
		Shaw & First			2004	FRE020117	Traffic Signal Improvements to Include Dual-Left Turn Phasing & Signal Appurtenances at Intersection of Shaw Avenue and First Street	Complete	Complete
		Blackstone & Bullard			2004	FRE020119	Traffic Signal Improvements to Include Dual-Left Turn Phasing & Signal Appurtenances at Intersection of Blackstone and Bullard Avenues	Complete	Complete
		First & Tulare			2004	FRE020120	At Intersection of First Street and Tulare Avenue; Install Traffic Flow Improvements Including Dual Left-Turn Lanes & Intersection Improvements	Complete	Complete
		Shaw & West			2000/2002	FRE020121	Traffic Flow Improvements Including Dual Left-Turn Lanes & Intersection Improvements	Complete	Complete
		Chestnut & Kings Canyon			2004	FRE020122	At Intersection of Chestnut Avenue and Kings Canyon Road; Install Traffic Flow Improvements Including Dual Left-Turn Lanes & Intersection Improvements	Complete.	Complete.

RACM Commitment	Agency	Commitment Description	Original Commitment Schedule	Commitment Funding	TIP	TIP Project ID	Project Description	2022 RTP / 2023 FTIP Conformity	2023 Conformity FTIP Amendment #2 / 2022 RTP Amendment #1
								(as of 04/2022)	(as of 04/2023)
		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
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)	**Project is no longer designated as a TCM. The TCM Designation has been transferred to LSTMP727 / FRE190006.**	Project is no longer designated as a TCM. The TCM Designation has been transferred to LSTMP727 / FRE190006.
		SR269 Improvements			2002	FRE021001	SHOPP Lump-Sum Account Non-Capacity Increasing Projects: (Safety; Roadway/Roadside Rehab.; Damage Restoration; Operations & SHOPP TEA)	Complete	Complete
	Clovis	Shepherd Ave Signal Interconnect from Peach to DeWolf	2024	$1.14 M CMAQ	2021	LSTMP727	Shepherd Ave from Peach Ave to DeWolf Ave; Signal interconnect including installation of fiber optics and associated equipment	Project designated as TCM by CARB/EPA on June 30, 2021. Project will begin in FY21-22 wth completion scheduled for 2023-2024	Project designated as TCM by CARB/EPA on June 30, 2021. Project will begin in FY21-22 wth completion scheduled for 2023-2024
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

RACM Commitment	Agency	Commitment Description	Original Commitment Schedule	Commitment Funding	TIP	TIP Project ID	Project Description	2022 RTP / 2023 FTIP Conformity (as of 04/2022)	2023 Conformity FTIP Amendment #2 / 2022 RTP Amendment #1 (as of 04/2023)
FR 9.2/9.3/10.4/10.5/ 10.7/TCM4/19.18	Orange Cove	Purchase abandoned right-of-way to develop multipurpose use trail	not specified	CMAQ	2002/2004	FRE020143	Purchase Abandoned AT & SF Railroad ROW from Anchor to Hills Valley Road For Construction of Future Pedestrian/Bicycle Trail	Complete.	Complete.
FR5.2/FR19.25	Parlier	Coordinate Traffic Signal Systems	2002/2003	not specified			Signal timing and coordination of Manning Avenue	Complete	Complete
FR 9.3/10.4/10.5/10.7 /TCM4/19.18	Parlier	two bicycle projects		2003 partial CMAQ					
		Parlier (Mendocino to Madsen)			2000	FRE000626	Reconstruct, Widen and Install Curb, Gutter, and Sidewalk on Parlier Ave. (Mendocino Ave. to Newmark Ave.)	Complete	Complete
		Parlier			2000/2002	FRE020144	Construct Bicycle Facility Along E. Parlier Avenue (Madsen to Newmark Avenue)	Complete	Complete
		Bicycle/Pedestrian Program	2002-2003	potential sources identified, including CMAQ			Zediker Ave Sidewalks from Stanislaus St. to Fresno St.	Complete	Complete
							Construct curb access ramps at various locations	On going with TDA funds	On going with TDA funds
							4th Street sidewalk between Fig St. and East End	Complete	Complete
							I St. sidewalk between 4th St. and 3rd St.	Complete	Complete
							Repair broken Sidewalk at various locations	On going with TDA funds	On going with TDA funds
							Install traffic signal @ Parlier Ave. and Madsen Ave.	Complete	Complete
							Bike lanes E. Parlier Ave. between Newmark Ave. and Madsen Ave.	Complete	Complete
FR 5.2/19.25	Reedley	Coordination software; install additional signal facilities		2002 Federal	2000	FRE000130	Install traffic signal at "I" Street and Reed Ave. & coordinate equipment from Manning to 11th Street	Complete	Complete
FR 6.1/6.2/TCM6	Reedley	Park and ride lot		2002 Federal	1996/1998/2000	FRE000129	Acquisition & construction of 40-vehicle park & Ride facility for commuters & acquire adjacent abandoned railroad right-of-way	Complete	Complete
FR 9.3	Reedley	Construct portion of downtown rail-trail and design of two extensions	in process	partial CMAQ	2000/2002	FRE000132/FRE020147	Construct Bicycle Path/Pedestrian Trail Along Railbank Tulare Valley Railroad Corridor - Phase II (Dinuba to Buttonwillow)	Complete	Complete
					2002/2004	FRE021808	Acquire Right-Of-Way and Construct Bicycle/Pedestrian Trail Adjacent Existing Union Pacific Railroad Tracks (Manning Avenue to Kings River)	Complete	Complete
FR-19.4	Reedley	Increase Parking at Transit Centers or Stops	this year (2002)	not specified			Construct first city park and ride lot	Complete	Complete
No. 4	Reedley	Purchase PM-10 streetsweeper	not specified	CMAQ	2000	FRE000131	Replace City's Older Diesel Street Sweeper With An Alternatively Fueled CNG Sweeper	Complete	Complete
FR 5.2/19.25/TCM1	Sanger	Coordinate three signals on Jensen Avenue and four signals on Academy Avenue		2002 $500,000 CMAQ	2002	FRE020149	Traffic Signal Interconnection along Academy Avenue (Annadale - 5th) and Jensen Avenue (Bethel - City Limits)	Complete	Complete
FR5.3	Sanger	Reduce Traffic Congestion at Major Intersections	2003-2005	RSTP and Local			Bethel Ave. between 9th St. and Jenni Ave.	Complete	Complete
							Academy Ave. between Central and Church Ave.	This project should not be considered applicable per the conformity rule because it is capacity increasing (adding travel lanes).	This project should not be considered applicable per the conformity rule because it is capacity increasing (adding travel lanes).

RACM Commitment	Agency	Commitment Description	Original Commitment Schedule	Commitment Funding	TIP	TIP Project ID	Project Description	2022 RTP / 2023 FTIP Conformity	2023 Conformity FTIP Amendment #2 / 2022 RTP Amendment #1
								(as of 04/2022)	(as of 04/2023)
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
		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

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								(as of 04/2022)	(as of 04/2023)
							Parlier Third Street Improvements	Complete	Complete
							Reedley East Area Street Drainage/Sidewalk Improvements	Complete	Complete
							Tranquility Curb/Gutter/Sidewalk & Street Reconstruction Phase V	Complete	Complete
							Del Ray Sidewalk/Curb & Gutter Reconstruction	Complete	Complete
ADDITIONAL PROJECTS IDENTIFIED									
FR9.2	Coalinga	Encouragement of Pedestrian Travel					Cambridge Avenue – New sidewalk installed from Elm Ave to Joaquin Street.	Complete	Complete
							Sunset Avenue – New sidewalk installed from Van Ness to Cambridge Ave.	Complete	Complete
				CDBG			Valley Street – New sidewalk is proposed from Louisiana Street to Hachman Street.	Complete	Complete
FR-TCM1	Firebaugh	Traffic Flow Improvements		CMAQ	2007	FRE040105	Construct Park and Ride lot.	Complete	Complete
FR-TCM1	Fowler	Traffic Flow Improvements			2007	FRE040602	Interconnection of traffic signals at the intersections of Manning Ave./Golden State Blvd. and Manning Ave./Vineyard Pl.	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
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

Fresno Council of Governments
Timely Implementation Documentation
2021 FTIP Amendment #3 / 2018 RTP Amendment #4 / 2021 Conformity

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								(as of 04/2022)	(as of 04/2023)
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

McClatchy

Beaufort Gazette
Belleville News-Democrat
Bellingham Herald
Bradenton Herald
Centre Daily Times
Charlotte Observer
Columbus Ledger-Enquirer
Fresno Bee
The Herald - Rock Hill
Herald Sun - Durham
Idaho Statesman
Island Packet
Kansas City Star
Lexington Herald-Leader
Merced Sun-Star
Miami Herald
el Nuevo Herald - Miami
Modesto Bee
Raleigh News & Observer
The Olympian
Sacramento Bee
Fort Worth Star-Telegram
The State - Columbia
Sun Herald - Biloxi
Sun News - Myrtle Beach
The News Tribune Tacoma
The Telegraph - Macon
San Luis Obispo Tribune
Tri-City Herald
Wichita Eagle

AFFIDAVIT OF PUBLICATION

Account #	Order Number	Identification	Order PO	Amount	Cols	Depth
20875	408452	Print Legal Ad-IPL01182400 - IPL0118240		$854.92	2	51 L

Attention: Mrs. Brenda Veenendaal

FRESNO COUNCIL OF GOVERNMENTS
2035 TULARE ST, STE 201

PUBLIC NOTICE

NOTICE OF PUBLIC HEARING ON THE DRAFT 2023 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT NO. 2, DRAFT 2022 REGIONAL TRANSPORTATION PLAN AMENDMENT NO. 1, AND DRAFT CONFORMITY ANALYSIS

Fresno Council of Governments (Fresno COG) herein provides notice that it will hold a public hearing at 5 p.m. May 2, 2023 in Fresno COG's board room at 2035 Tulare St., Suite 201, Fresno, CA 93721 regarding the Draft 2023 Federal Transportation Improvement Program Amendment No. 2 (2023 FTIP Amendment No. 2), the Draft 2022 Regional Transportation Plan Amendment No. 1 (2022 RTP Amendment No. 1), and the corresponding Draft 2021 Conformity Analysis.

The hearing officer will receive public comments on these documents.

- The 2023 FTIP is a near-term listing of capital improvement and operational expenditures utilizing federal and state monies for transportation projects in Fresno County during the next four years. The 2023 FTIP Amendment No. 2 makes funding, open-to-traffic-date, and scope changes to regionally significant, capacity-increasing projects.
- The 2022 RTP is a long-term strategy to meet Fresno County transportation needs out to the year 2046. The 2022 RTP Amendment No. 1 reflects funding, open-to-traffic-date, and scope changes to regionally significant, capacity increasing projects. The amendment's changes are consistent with regionally significant projects' design concept, scope, or schedules, and do not change the plan's timeframe.
- The corresponding 2023 Conformity Analysis contains the documentation to support a finding that the 2023 FTIP Amendment No. 2 and 2022 RTP Amendment No. 1 meet the air quality conformity requirements for ozone and particulate matter.

Translation services are available (with three-working-days' advance notice) to participants speaking any language with available professional translation services.

A 30-day public review and comment period will commence April 13, 2023 and conclude on May 12, 2023. The draft documents are available for review at **www.fresnocog.org**.

Public comments are welcomed at the hearing or may be submitted in writing by 5 p.m. May 12, 2023, to Robert Phipps at the address below.

At its May 25, 2023 regular meeting, staff will request the Fresno COG Policy Board approve the documents, via resolution, upon the close of the public comment period and review of all comments. Upon the Board's approval, the documents will be submitted for state and federal approval.

Contact Person: Robert Phipps, Deputy Director
2035 Tulare Street, Suite 201, Fresno, CA 93721
559-233-4148
rphipps@fresnocog.org

IPL0118240
Apr 13 2023

COUNTY OF DALLAS
STATE OF TEXAS

The undersigned states:

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

The Fresno Bee is a daily newspaper of general circulation now published, and on all-the-dates herein stated was published in the City of Fresno, County of Fresno, and has been adjudged a newspaper of general circulation by the Superior Court of the County of Fresno, State of California, under the date of November 28, 1994, Action No. 520058-9.

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

1 insertion(s) published on:

04/13/23

Isabel Capps

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

Dated: 04/13/2023

Stephanie Hatcher

Notary Public in and for the state of Texas, residing in Dallas County

STEPHANIE HATCHER
My Notary ID # 133534406
Expires January 14, 2026

Extra charge for lost or duplicate affidavits.
Legal document please do not destroy!

APPENDIX F

RESPONSE TO PUBLIC COMMENTS

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