

November 22, 2017

Mr. Muhaned Aljabiry
California Department of Transportation
Division of Transportation Programming, MS82
P.O. Box 942874
Sacramento, CA 64274-0001

Attention: Lima Huy

Subject: Submittal of the Madera County Amendment #8 (Type 5) to the 2017 Federal Transportation Improvement Program, Amendment #2 to the 2014 Regional Transportation Plan and corresponding Conformity Analysis

Dear Mr. Aljabiry:

Enclosed for your review and approval is Amendment #8 (Type 5) to the 2017 Federal Transportation Improvement Program (FTIP).

Documentation associated with this amendment is provided as indicated below:

- **Project List:** Attachment 1 includes a summary of programming changes that result from Amendment #8 to the 2017 FTIP. The project and/or project phases are consistent with the 2014 Regional Transportation Plan (RTP), which was adopted by MCTC on July 23, 2014, and amended on June 21, 2017 and November 22, 2017. The attachment also includes the CTIPs printout for the project changes to the 2017 FTIP via Amendment #8.
- **Updated Financial Plan:** Attachment 2. The Financial Plan from the 2017 FTIP has been updated to include the project list as provided in Attachment 1. The financial plan confirms that, with this amendment, the 2017 FTIP remains financially constrained.
- **Conformity Requirements:** An Air Quality Conformity Analysis has been prepared.
- **The projects and/or project phases contained in Amendment #8 do not interfere with the timely implementation of any approved Transportation Control Measures (TCMs).**
- **Public Involvement:** Attachment 3 includes the Public Notice and Adoption Resolution.

A 30-day public review and interagency consultation period was completed on November 10, 2017. A public hearing was held at our regularly scheduled Board meeting on October 18, 2017.

No comments were received at the public hearing or in writing. The public participation process for Amendment #8 to the 2017 FTIP is consistent with the MCTC Board adopted Public Participation Plan. On November 22, 2017, the MCTC Board of Directors approved Amendment #8 to the 2017 FTIP, Amendment #2 to the 2014 RTP, and corresponding Conformity Analysis. State and Federal approval is required.

Included with this letter are two hard copies of Amendment #8 to the 2017 FTIP, Amendment #2 to the 2014 RTP, and corresponding Conformity Analysis. An electronic copy of the four year financial plan will be sent via email. Amendment #8 to the 2017 FTIP, Amendment #2 to the 2014 RTP, and corresponding Conformity Analysis are also available online on the MCTC website at <http://www.maderatctc.org>.

If you have any questions regarding this document, please contact Jeff Findley at (559) 675-0721 or jeff@maderactc.org.

Sincerely,

A handwritten signature in blue ink, appearing to read "Patricia Taylor" with a stylized flourish at the end.

Patricia Taylor, Executive Director
Madera County Transportation Commission

cc:

Federal Highway Administration
Federal Transit Administration
Environmental Protection Agency
Caltrans District 6
Caltrans DLAE
Executive Directors, Valley MPOs

ATTACHMENT 1

PROJECT LIST

Summary of Changes

MCTC 2017 FTIP Amendment No. 8 (Formal, Type 5)

Existing / New	MPO FTIP ID	PROJECT TITLE	DESCRIPTION OF CHANGE	Phase	CTIPS Fund Source	PRIOR CTIPS Entry	CURRENT CTIPS Entry	FFY	FINANCIAL TABLE Fund Source Category	Net Increase/ Decrease	Total Change to Project Cost	Comments	
NEW	MAD 417006 221-0000-0394	Madera SR 41 Expressway Phase 1 - In the County of Madera, from Avenue 10 (0.8 miles south of Avenue 11 Overcrossing) to Avenue 12 (0.7 miles north of Avenue 12). Widen from 3 Lane to 4 Lane Expressway.	COST INCREASE	PE	N/A	\$0	\$0	17/18	N/A	\$0	\$3,000,000	New project per Caltrans request dated 8/10/17	
					Local	\$0	\$3,000,000	17/18	Local	\$3,000,000			
			COST INCREASE	ROW	N/A	\$0	\$0	18/19	N/A	\$0	\$8,500,000	\$8,500,000	New project per Caltrans request dated 8/10/17
					Local	\$0	\$8,500,000	18/19	Local	\$8,500,000			
			COST INCREASE	CON	N/A	\$0	\$0	19/20	N/A	\$0	\$30,500,000	\$30,500,000	New project per Caltrans request dated 8/10/17
					Local	\$0	\$30,500,000	19/20	Local	\$30,500,000			
NEW	MAD 417007 221-0000-0395	Madera SR 41 Expressway Phase 2 - In the County of Madera, from Avenue 12 (0.3 miles north of Avenue 12) to Avenue 15 (0.4 miles north of Avenue 15). Widen 2 Lane Conventional to 4 Lane Expressway.	COST INCREASE	PE	N/A	\$0	\$0	18/19	N/A	\$0	\$4,000,000	New project per Caltrans request dated 8/10/17	
					Local	\$0	\$4,000,000	18/19	Local	\$4,000,000			
			COST INCREASE	ROW	N/A	\$0	\$0	19/20	N/A	\$0	\$14,000,000	\$14,000,000	New project per Caltrans request dated 8/10/17
					Local	\$0	\$14,000,000	19/20	Local	\$14,000,000			
			COST INCREASE	CON	N/A	\$0	\$0	21/22	N/A	\$0	\$43,000,000	\$43,000,000	Fiscal Year 21/22 is being shown for information purposes only
					Local	\$0	\$43,000,000	21/22	Local	\$43,000,000			

	17/18	18/19	19/20	Totals
N/A	\$0	\$0	\$0	\$0
Local	\$3,000,000	\$12,500,000	\$44,500,000	\$60,000,000
Total	\$3,000,000	\$12,500,000	\$44,500,000	\$60,000,000

**Madera County - Federal Transportation Improvement Program
(Dollars in Whole)
State Highway System**

DIST: 06	PPNO: 6692A	EA: 0R041	CTIPS ID: 221-0000-0394	TITLE (DESCRIPTION): Madera SR 41 Expressway Phase 1 (In the County of Madera, from Avenue 10 (0.8 miles south of Avenue 11 Overcrossing) to Avenue 12 (0.7 miles north of Avenue 12). Widen from 3 Lane to 4 Lane Expressway.)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID: 06-1800-0023			MPO ID.: MAD417006		EPA TABLE II or III EXEMPT CATEGORY
COUNTY: Madera County	ROUTE: 41		PM: 1.5 / 3.9		

IMPLEMENTING AGENCY: Caltrans
PROJECT MANAGER: Chris Gardner

PHONE: (559) 243-3444

EMAIL: chris.gardner@dot.ca.gov

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

<u>Version</u>	<u>Status</u>	<u>Date</u>	<u>Updated By</u>	<u>Change Reason</u>	<u>Amend No.</u>	<u>Prog Con</u>	<u>Prog RW</u>	<u>PE</u>
1	Active	10/12/2017	JFINDLEY	Amendment - New Project	8	30,500,000	8,500,000	3,000,000

* Local Funds -		<u>PRIOR</u>	<u>16/17</u>	<u>17/18</u>	<u>18/19</u>	<u>19/20</u>	<u>20/21</u>	<u>21/22</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 1	PE			3,000,000						3,000,000
* Fund Type: Developer Fees	RW				8,500,000					8,500,000
* Funding Agency:	CON					30,500,000				30,500,000
	Total:			3,000,000	8,500,000	30,500,000				42,000,000

Comments:
New project per Caltrans request dated 8/10/17
***** Version 1 - 08/04/2017 *****

New Project

**Madera County - Federal Transportation Improvement Program
(Dollars in Whole)
State Highway System**

DIST: 06	PPNO: 6692B	EA: 0R042	CTIPS ID: 221-0000-0395	TITLE (DESCRIPTION): Madera SR 41 Expressway Phase 2 (In the County of Madera, from Avenue 12 (0.3 miles north of Avenue 12) to Avenue 15 (0.4 miles north of Avenue 15). Widen 2 Lane Conventional to 4 Lane Expressway.)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID: 06-1800-0024			MPO ID.: MAD417007		EPA TABLE II or III EXEMPT CATEGORY
COUNTY: Madera County	ROUTE: 41		PM: 3.5 / 6.6		

IMPLEMENTING AGENCY: Caltrans
PROJECT MANAGER: Chris Gardner

PHONE: (559) 243-3444

EMAIL: chris.gardner@dot.ca.gov

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

<u>Version</u>	<u>Status</u>	<u>Date</u>	<u>Updated By</u>	<u>Change Reason</u>	<u>Amend No.</u>	<u>Prog Con</u>	<u>Prog RW</u>	<u>PE</u>
1	Active	10/12/2017	JFINDLEY	Amendment - New Project	8	43,000,000	14,000,000	4,000,000

* Local Funds -		<u>PRIOR</u>	<u>16/17</u>	<u>17/18</u>	<u>18/19</u>	<u>19/20</u>	<u>20/21</u>	<u>21/22</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 1	PE				4,000,000					4,000,000
* Fund Type: Developer Fees	RW					14,000,000				14,000,000
* Funding Agency:	CON							43,000,000		43,000,000
	Total:				4,000,000	14,000,000		43,000,000		61,000,000

Comments:
New project Per Caltrans request dated 8/10/17
***** Version 1 - 08/04/2017 *****

New Project

ATTACHMENT 2
UPDATED FINANCIAL PLAN

TABLE 1: REVENUE

Madera County Transportation Commission
 2016/17-2019/20 Federal Transportation Improvement Program
 Amendment 8
 (\$'s in 1,000)

FUNDING SOURCE	NOTES	4 YEAR (FTIP Cycle)								TOTAL CURRENT
		2016/17		2017/18		2018/19		2019/20		
		Amendment		Amendment		Amendment		Amendment		
		Prior No. 7	Current No. 8	Prior No. 7	Current No. 8	Prior No. 7	Current No. 8	Prior No. 7	Current No. 8	
LOCAL	Sales Tax									
	City									
	County									
	Gas Tax									
	Gas Tax (Subventions to Cities)									
	Gas Tax (Subventions to Counties)									
	Other Local Funds	\$6,259	\$6,259	\$7,706	\$10,706	\$7,468	\$19,968	\$2,904	\$47,404	\$84,337
	County General Funds	\$852	\$852	\$1,191	\$1,191	\$2,347	\$2,347	\$1,043	\$1,043	\$5,433
	City General Funds	\$5,407	\$5,407	\$6,515	\$6,515	\$5,121	\$5,121	\$1,861	\$1,861	\$18,904
	Street Taxes and Developer Fees RSTP Exchange funds				\$3,000		\$12,500		\$44,500	\$60,000
Transit										
Transit Fares										
Other (See Appendix 1)										
Local Total		\$6,259	\$6,259	\$7,706	\$10,706	\$7,468	\$19,968	\$2,904	\$47,404	\$84,337
REGIONAL	Tolls									
	Bridge Corridor									
	Regional Sales Tax	\$1,519	\$1,519	\$5,790	\$5,790					\$7,309
	Regional Gas Tax/Measure Other (See Appendix 2)									
Regional Total		\$1,519	\$1,519	\$5,790	\$5,790					\$7,309
STATE	State Highway Operations and Protection Program (SHOPP) ¹									
	SHOPP	\$3,286	\$3,286	\$38,063	\$38,063	\$15,753	\$15,753	\$22,215	\$22,215	\$79,317
	SHOPP Prior	\$3,286	\$3,286	\$36,463	\$36,463	\$15,753	\$15,753	\$22,215	\$22,215	\$77,717
	State Minor Program			\$1,600	\$1,600					\$1,600
	State Transportation Improvement Program (STIP) ¹									
	STIP	\$8,591	\$8,591	\$120	\$120	\$120	\$120	\$1,545	\$1,545	\$10,376
	STIP Prior	\$8,591	\$8,591	\$120	\$120	\$120	\$120	\$1,545	\$1,545	\$10,376
	State Bond									
	Proposition 1A (High Speed Passenger Train Bond Program)									
	Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006)									
Active Transportation Program ¹	\$379	\$379							\$379	
Highway Maintenance (HM) Program ¹										
Highway Bridge Program (HBP) ¹	\$268	\$268	\$1,816	\$1,816			\$658	\$658	\$2,742	
Traffic Congestion Relief Program (TCRP)										
State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)										
Other (See Appendix 3)										
State Total		\$12,524	\$12,524	\$39,999	\$39,999	\$15,873	\$15,873	\$24,418	\$24,418	\$92,814
FEDERAL TRANSIT	5307/5340 - Urbanized Area Formula Grants	\$2,222	\$2,222	\$1,314	\$1,314	\$1,452	\$1,452	\$1,597	\$1,597	\$6,585
	5309 - Fixed Guideway Capital Investment Grants									
	5309b - New and Small Starts (Capital Investment Grants)									
	5309c - Bus and Bus Related Grants									
	5310 - Enhanced Mobility of Seniors and Individuals with Disabilities									
	5311 - Formula Grants for Rural Areas	\$691	\$691	\$444	\$444	\$464	\$464	\$608	\$608	\$2,207
	5311f - Intercity Bus									
	5337 - State of Good Repair Grants									
	5339 - Bus and Bus Facilities Formula Grants	\$468	\$468	\$320	\$320			\$363	\$363	\$1,151
	FTA Transfer from Prior FTIP Other (See Appendix 4)									
Federal Transit Total		\$3,381	\$3,381	\$2,078	\$2,078	\$1,916	\$1,916	\$2,568	\$2,568	\$9,943
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program	\$2,472	\$2,472	\$2,555	\$2,555	\$2,589	\$2,589	\$1,928	\$1,928	\$9,544
	Construction of Ferry Boats and Ferry Terminal Facilities									
	Coordinated Border Infrastructure									
	Corridor Infrastructure Improvement Program									
	Federal Lands Access Program	\$50	\$50			\$11,434	\$11,434			\$11,484
	Federal Lands Transportation Program									
	High Priority Projects (HPP) and Demo									
	Highway Safety Improvement Program (HSIP)	\$311	\$311							\$311
	GARVEE Bonds Debt Service Payments									
	National Highway Freight Program									
Nationally Significant Freight and Highway Projects										
Projects of National/Regional Significance										
Public Lands Highway										
Railway-Highway Crossings										
Recreational Trails Program			\$261	\$261					\$261	
SAFETEA-LU Safe Routes to School (SRTS)										
Surface Transportation Block Grant Program (STBGR/RSTP) Other (see Appendix 5)										
Federal Highway Total		\$2,833	\$2,833	\$2,816	\$2,816	\$14,023	\$14,023	\$1,928	\$1,928	\$21,600
FEDERAL RAIL	Other Federal Railroad Administration (see Appendix 6)									
	Federal Railroad Administration Total									
Federal Total		\$6,214	\$6,214	\$4,894	\$4,894	\$15,939	\$15,939	\$4,496	\$4,496	\$31,543
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)									
	Other (See Appendix 7)									
Innovative Financing Total										
REVENUE TOTAL		\$26,516	\$26,516	\$58,389	\$61,389	\$39,280	\$51,780	\$31,818	\$76,318	\$216,003

Financial Summary Notes:
¹ State Programs that include both state and federal funds

TABLE 1: REVENUE - APPENDICES

Madera County Transportation Commission
 2016/17-2019/20 Federal Transportation Improvement Program
 Amendment 8
 (\$'s in 1,000)

Appendix 1 - Local Other

Local Other	2016/17		2017/18		2018/19		2019/20		CURRENT TOTAL
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
Local Other Total									

Appendix 2 - Regional Other

Regional Other	2016/17		2017/18		2018/19		2019/20		CURRENT TOTAL
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
Regional Other Total									

Appendix 3 - State Other

State Other	2016/17		2017/18		2018/19		2019/20		CURRENT TOTAL
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
State Other Total									

Appendix 4 - Federal Transit Other

Federal Transit Other	2016/17		2017/18		2018/19		2019/20		CURRENT TOTAL
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
Federal Transit Other Total									

Appendix 5 - Federal Highway Other

Federal Highway Other	2016/17		2017/18		2018/19		2019/20		CURRENT TOTAL
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
Federal Highway Other Total									

Appendix 6 - Federal Railroad Administration Other

Federal Railroad Administration Other	2016/17		2017/18		2018/19		2019/20		CURRENT TOTAL
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
Federal Railroad Administration Other Total									

Appendix 7 - Innovative Other

Innovative Other	2016/17		2017/18		2018/19		2019/20		CURRENT TOTAL
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
Innovative Other Total									

TABLE 2: PROGRAMMED

Madera County Transportation Commission
 2016/17-2019/20 Federal Transportation Improvement Program
 Amendment 8
 (\$'s in 1,000)

FUNDING SOURCES		4 YEAR (FTIP Cycle)								TOTAL CURRENT
		2016/17		2017/18		2018/19		2019/20		
		Amendment		Amendment		Amendment		Amendment		
		Prior No. 7	Current No. 8	Prior No. 7	Current No. 8	Prior No. 7	Current No. 8	Prior No. 7	Current No. 8	
LOCAL	Local Total	\$6,259	\$6,259	\$7,706	\$10,706	\$7,468	\$19,968	\$2,904	\$47,404	\$84,337
REGIONAL	Tolls									
	Bridge Corridor									
	Regional Sales Tax	\$1,519	\$1,519	\$5,790	\$5,790					\$7,309
	Regional Gas Tax/Measure									
	Other (See Appendix A)									
	Regional Total	\$1,519	\$1,519	\$5,790	\$5,790					\$7,309
STATE	State Highway Operations and Protection Program (SHOPP) ¹	\$3,286	\$3,286	\$38,063	\$38,063	\$15,753	\$15,753	\$22,215	\$22,215	\$79,317
	SHOPP	\$3,286	\$3,286	\$36,463	\$36,463	\$15,753	\$15,753	\$22,215	\$22,215	\$77,717
	SHOPP Prior									
	State Minor Program			\$1,600	\$1,600					\$1,600
	State Transportation Improvement Program (STIP) ¹	\$8,591	\$8,591	\$120	\$120	\$120	\$120	\$1,545	\$1,545	\$10,376
	STIP	\$8,591	\$8,591	\$120	\$120	\$120	\$120	\$1,545	\$1,545	\$10,376
	STIP Prior									
	State Bond									
	Proposition 1A (High Speed Passenger Train Bond Program)									
	Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006)									
	Active Transportation Program ¹	\$379	\$379							\$379
	Highway Maintenance (HM) Program ¹									
	Highway Bridge Program (HBP) ¹	\$268	\$268	\$1,816	\$1,816			\$658	\$658	\$2,742
Traffic Congestion Relief Program (TCRP)										
State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)										
Other (See Appendix B)										
	State Total	\$12,524	\$12,524	\$39,999	\$39,999	\$15,873	\$15,873	\$24,418	\$24,418	\$92,814
FEDERAL TRANSIT	5307/5340 - Urbanized Area Formula Grants	\$2,222	\$2,222	\$1,314	\$1,314	\$1,452	\$1,452	\$1,597	\$1,597	\$6,585
	5309 - Fixed Guideway Capital Investment Grants									
	5309b - New and Small Starts (Capital Investment Grants)									
	5309c - Bus and Bus Related Grants									
	5310 - Enhanced Mobility of Seniors and Individuals with Disabilities									
	5311 - Formula Grants for Rural Areas	\$691	\$691	\$444	\$444	\$464	\$464	\$608	\$608	\$2,207
	5311f - Intercity Bus									
	5337 - State of Good Repair Grants									
	5339 - Bus and Bus Facilities Formula Grants	\$468	\$468	\$320	\$320			\$363	\$363	\$1,151
	FTA Transfer from Prior FTIP									
Other (See Appendix C)										
	Federal Transit Total	\$3,381	\$3,381	\$2,078	\$2,078	\$1,916	\$1,916	\$2,568	\$2,568	\$9,943
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program	\$2,466	\$2,466	\$2,550	\$2,550	\$2,583	\$2,583	\$1,912	\$1,912	\$9,511
	Construction of Ferry Boats and Ferry Terminal Facilities									
	Coordinated Border Infrastructure									
	Corridor Infrastructure Improvement Program									
	Federal Lands Access Program	\$50	\$50			\$11,434	\$11,434			\$11,484
	Federal Lands Transportation Program									
	High Priority Projects (HPP) and Demo									
	Highway Safety Improvement Program (HSIP)	\$311	\$311							\$311
	GARVEE Bonds Debt Service Payments									
	National Highway Freight Program									
	Nationally Significant Freight and Highway Projects									
	Projects of National/Regional Significance									
	Public Lands Highway									
	Railway-Highway Crossings			\$261	\$261					\$261
	Recreational Trails Program									
SAFETEA-LU Safe Routes to School (SRTS)										
Surface Transportation Block Grant Program (STBGP/RSTP)										
Other (see Appendix D)										
	Federal Highway Total	\$2,827	\$2,827	\$2,811	\$2,811	\$14,017	\$14,017	\$1,912	\$1,912	\$21,567
FEDERAL RAIL	Other Federal Railroad Administration (see Appendix E)									
	Federal Railroad Administration Total									
	Federal Total	\$6,208	\$6,208	\$4,889	\$4,889	\$15,933	\$15,933	\$4,480	\$4,480	\$31,510
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)									
	Other (See Appendix F)									
	Innovative Financing Total									
PROGRAMMED TOTAL		\$26,510	\$26,510	\$58,384	\$61,384	\$39,274	\$51,774	\$31,802	\$76,302	\$215,970

MPO Financial Summary Notes:
¹ State Programs that include both state and federal funds.

TABLE 2: PROGRAMMED - APPENDICES

Madera County Transportation Commission
2016/17-2019/20 Federal Transportation Improvement Program
Amendment 8
(\$'s in 1,000)

Appendix A - Regional Other

Regional Other	2016/17		2017/18		2018/19		2019/20		CURRENT TOTAL
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
Regional Other Total									

Appendix B - State Other

State Other	2016/17		2017/18		2018/19		2019/20		CURRENT TOTAL
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
State Other Total									

Appendix C - Federal Transit Other

Federal Transit Other	2016/17		2017/18		2018/19		2019/20		CURRENT TOTAL
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
Federal Transit Other Total									

Appendix D - Federal Highway Other

Federal Highway Other	2016/17		2017/18		2018/19		2019/20		CURRENT TOTAL
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
Federal Highway Other Total									

Appendix E - Federal Railroad Administration Other

Federal Railroad Administration Other	2016/17		2017/18		2018/19		2019/20		CURRENT TOTAL
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
Federal Railroad Administration Other Total									

Appendix F - Innovative Finance Other

Innovative Other	2016/17		2017/18		2018/19		2019/20		CURRENT TOTAL
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
Innovative Other Total									

TABLE 3: REVENUE-PROGRAMMED

Madera County Transportation Commission
2016/17-2019/20 Federal Transportation Improvement Program
Amendment 8
(\$'s in 1,000)

FUNDING SOURCES		4 YEAR (FTIP Cycle)								TOTAL CURRENT
		2016/17		2017/18		2018/19		2019/20		
		Amendment		Amendment		Amendment		Amendment		
		Prior	Current	Prior	Current	Prior	Current	Prior	Current	
		No. 7	No. 8	No. 7	No. 8	No. 7	No. 8	No. 7	No. 8	
LOCAL	Local Total									
REGIONAL	Tolls									
	Bridge									
	Corridor									
	Regional Sales Tax									
	Regional Gas Tax/Measure									
Other										
	Regional Total									
STATE	State Highway Operations and Protection Program (SHOPP) ¹									
	SHOPP									
	SHOPP Prior									
	State Minor Program									
	State Transportation Improvement Program (STIP) ¹									
	STIP									
	STIP Prior									
	State Bond									
	Proposition 1A (High Speed Passenger Train Bond Program)									
	Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006)									
	Active Transportation Program ¹									
	Highway Maintenance (HM) Program ¹									
	Highway Bridge Program (HBP) ¹									
	Traffic Congestion Relief Program (TCRP)									
State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)										
Other										
	State Total									
FEDERAL TRANSIT	5307/5340 - Urbanized Area Formula Grants									
	5309 - Fixed Guideway Capital Investment Grants									
	5309b - New and Small Starts (Capital Investment Grants)									
	5309c - Bus and Bus Related Grants									
	5310 - Enhanced Mobility of Seniors and Individuals with Disabilities									
	5311 - Formula Grants for Rural Areas									
	5311f - Intercity Bus									
	5337 - State of Good Repair Grants									
	5339 - Bus and Bus Facilities Formula Grants									
	FTA Transfer from Prior FTIP									
	Other									
		Federal Transit Total								
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program	\$6	\$6	\$5	\$5	\$6	\$6	\$16	\$16	\$33
	Construction of Ferry Boats and Ferry Terminal Facilities									
	Coordinated Border Infrastructure									
	Corridor Infrastructure Improvement Program									
	Federal Lands Access Program									
	Federal Lands Transportation Program									
	High Priority Projects (HPP) and Demo									
	Highway Safety Improvement Program (HSIP)									
	GARVEE Bonds Debt Service Payments									
	National Highway Freight Program									
	Nationally Significant Freight and Highway Projects									
	Projects of National/Regional Significance									
	Public Lands Highway									
	Railway-Highway Crossings									
	Recreational Trails Program									
	SAFETEA-LU Safe Routes to School (SRTS)									
	Surface Transportation Block Grant Program (STBGP/RSTP)									
	Other									
	Federal Highway Total	\$6	\$6	\$5	\$5	\$6	\$6	\$16	\$16	\$33
FEDERAL RAIL	Other Federal Railroad Administration									
	Federal Railroad Administration Total									
	Federal Total	\$6	\$6	\$5	\$5	\$6	\$6	\$16	\$16	\$33
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)									
	Other									
	Innovative Financing Total									
REVENUE - PROGRAM TOTAL		\$6	\$6	\$5	\$5	\$6	\$6	\$16	\$16	\$33

ATTACHMENT 3
2014 RTP AMENDMENT 2

2014 RTP TABLE 5-2

Capacity Increasing Street and Highway Improvement Projects

Project #	Agency	Project # / Priority	Project Name	Project Limits	Planned Improvement	Total Cost (Thousands)	Project Opening Year
1	Chowchilla		SR 233 (ROBERTSON)	15th St to Palm Pkwy	Restripe to 4 Lanes	\$ 1,000,000	2020
2	Chowchilla	49/8	SR 233	SR 233 Interchange	Reconstruct Interchange	\$ 16,000,000	2020
3	Chowchilla		Ave 26	SR 99 to Coronado	2 Lanes to 4 Lanes	\$ 10,000,000	2025
4	Chowchilla	19/21	Fig Tree	SR 99 Overcrossing	2 Lane Overcrossing to Chowchilla Blvd	\$ 14,000,000	2030
5	County	9/7	SR 41	SR 145 to Rd 200	Passing Lanes	\$ 22,148,000	2016
6	County	8/4	Ave 12	SR 99 to RD 30 1/2	2 Lanes to 4 Lanes	See Project 59	2016
7	County		Oakhurst Midtown Bypass	Rd 426 to SR 41	New 2-Lane Road	\$ 7,495,000	2019
8	County		Rd 40	Ave 9 to Ave 12	0 Lanes to Max. 4 Lanes	\$ 4,000,000	2018
9	County	6/12	Ave 9	Rd 38 to Children's	2 Lanes to 4 Lanes	\$ 8,583,000	2025
10	County		SR 41	AVE 10 to AVE 12	3 Lane to 4 Lane Expressway	\$ 45,800,000	2022
11	County		SR 41	AVE 12 to AVE 15	2 Lane to 4 Lane Expressway	\$ 61,000,000	2024
12	County	30/1	SR 41	AVE 10 to AVE 12	6 Lane Freeway and Interchange at Ave 12	\$ 100,858,967	2040
13	County		SR 41	Madera County Line to Ave 10	4 Lanes to 6 Lanes	\$ 5,780,407	2025
14	County	4&9/7	Ave 12	Rd 30 1/2 to Rd 36	2 Lanes to 4 Lanes	\$ 15,088,000	2030
15	County	13/4	Ave 12	Rd 38 to SR 41	2 Lanes to 4 Lanes	\$ 6,000,000	2030
16	County		Ave 12	SR 41 to North Rio Mesa Blvd	4 Lanes to 6 Lanes	\$ 4,790,000	2035
17	County	39/14	SR 49	Westlake to Meadow Vista Dr	2 Lanes to 4 Lanes	\$ 7,000,000	2035
18	County		Ave 10	Rd 40 1/2 to SR 41	2 Lanes to 4 Lanes	\$ 5,000,000	2040
19	County		Children's Blvd	SR 41 NB Ramps to Peck Blvd	4 Lanes to 6 Lanes	\$ 7,281,000	2040
20	County		Rd 145	Rd 206 to SR 41	2 Lanes to 4 Lanes	\$ 15,186,000	2040
21	County		Rd 206	Madera County Line to Rd 145	2 Lanes to 4 Lanes	\$ 18,505,000	2040
22	County		SR 41	NB On-Ramp/SR41 at Childresn's Blvd	1 Lane to 2 Lanes	\$ 5,000,000	2040
23	County	31/2	SR 41	Ave 15 to SR 145	2 Lanes to 4 Lanes	\$ 45,000,000	2040
24	Madera		Lake	4th to Cleveland	2 Lanes to 4 Lanes	\$ 3,500,000	2016
25	Madera		Olive	Gateway to Roosevelt	2 Lanes to 4 Lanes	\$ 5,000,000	2017
26	Madera	17/8	Cleveland	Sharon to Tozer	2 Lanes to 4 Lanes	\$ 492,000	2025
27	Madera	16/20	Aviation	Extend to Ave 17	New 2 Lane Road	\$ 1,500,000	2025
28	Madera		Yeager	Falcon to Aviation	New 2 Lane Road	\$ 1,500,000	2025
29	Madera		Ellis	Rd 26 to Krohn	2 Lanes to 4 Lanes	\$ 5,874,000	2025
30	Madera	50/19	Westbury	At Frenso River	New 4 Lane Bridge	\$ 12,299,000	2025
31	Madera		Ave 17	SR 99 Interchange	Interchange Improvements/Widen Structure	\$ 56,685,000	2025
32	Madera		Cleveland	Schnoor to SR 99	4 Lanes to 6 Lanes	\$ 3,750,000	2026
33	Madera		Gateway	Yosemite to Cleveland	4 Lanes to 6 Lanes	\$ 8,600,000	2027
34	Madera	20/8	Gateway	Olive to 9th St	2 Lanes to 4 Lanes	\$ 2,670,000	2030
35	Madera		Ellis	Rd 26 to Lake	2 Lanes to 4 Lanes	\$ 3,914,000	2030
36	Madera		Schnoor	Trevor to Sunset	Restripe to 4 Lanes	\$ 1,107,000	2030
37	Madera		Sharon	Ellis to Ave 17	New 4-Lane Road	\$ 8,600,000	2030
38	Madera		Granada	At Frenso River	2 Lanes to 4 Lanes	\$ 6,500,000	2030
39	Madera		Westbury	Cleveland to Ave 16	2 Lanes to 4 Lanes	\$ 2,717,000	2030
40	Madera		Howard	Westbury to Grenada	2 Lanes to 4 Lanes	\$ 4,674,000	2030
41	Madera		Pecan	Golden State to Stadium	2 Lanes to 4 Lanes	\$ 4,674,000	2030
42	Madera		Pecan	Pine to Schnoor	2 Lanes to 4 Lanes	\$ 2,000,000	2016
43	Madera		Pine	Almond Ave to Madera High School (south driveway)	2 Lanes to 4 Lanes	\$ 1,911,000	2030
44	Madera		Sunset	4th Street to Westberry	2 Lanes to 4 Lanes	\$ 3,000,000	2035
45	Madera		D Street	Clark to Adell	2 Lanes to 4 Lanes	\$ 1,500,000	2035
46	Madera	24/16	Road 29	Olive to Ave 13	2 Lanes to 4 Lanes	\$ 8,099,000	2035
47	Madera	23/3	Road 29	Ave 12 to Ave 13	2 Lanes to 4 Lanes	\$ 8,100,000	2035
48	Madera	25/10	Road 29	Ave 14 to Ave 15	2 Lanes to 4 Lanes	\$ 4,721,000	2035
49	Madera	46/9	SR 145	Ave 12 to Ave 13 1/2	2 Lanes to 4 Lanes	\$ 4,014,000	2035
50	Madera		SR 145	SR99 to Yosemite	2 Lanes to 4 Lanes	\$ 5,537,000	2035
51	Madera		Stadium	Pecan to Maple	2 Lanes to 4 Lanes	\$ 1,210,000	2035

52	Madera		Storey	Sr 145 to City Limit	2 Lanes to 4 Lanes	\$ 2,397,000	2035
53	Madera		Sunrise	B Street to Road 28	2 Lanes to 4 Lanes	\$ 2,892,000	2035
54	Madera		Tozer/Road 28	Ave 13 to Knox	2 Lanes to 4 Lanes	\$ 1,870,000	2035
55	Madera		Howard	Pine to Schnoor	2 Lanes to 4 Lanes	\$ 5,000,000	2040
56	Madera	15/18	Ave 17	Road 23 to Golden State	4 Lanes to 5 Lanes	\$ 3,000,000	2040
57	Madera	15/18	Ave 17	Road 26 to Road 27	2 Lanes to 4 Lanes	\$ 3,000,000	2040
58	Madera		Cleveland	Road 26 to SR 99	2 Lanes to 4 Lanes	\$ 54,989,000	2040
59	Madera	18/21	Ellis	Interchange at SR 99	4 Lanes to 6 Lanes/Interchange Improvements	\$ 30,000,000	2040
60	State	40/5	SR 99	Fresno County Line to Ave 7	Convert to Interchange	\$ 54,000,000	2016
61	State		SR 99	Ave 12 Interchange	4 Lanes to 6 Lanes	\$ 85,500,000	2016
62	State	42/1	SR 99	Ave 12 to Ave 17	Reconstruct Interchange	\$ 1,500,000	2020
63	State	41/5	SR 99	Ave 7 to Ave 12	4 Lanes to 6 Lanes	\$ 1,500,000	2028
64	State	43/6	SR 99	Ave 17 to Ave 18 1/2	4 Lanes to 6 Lanes	\$ 1,500,000	2036
65	State	45/11	SR 99	Ave 20 to Ave 21	4 Lanes to 6 Lanes	\$ 1,500,000	2040
66	State	44/2	SR 99	Ave 18 1/2 to Ave 20	4 Lanes to 6 Lanes	\$ 1,500,000	2040
TOTAL:						\$ 786,663,374	

Madera County 2014 RTP Amendment Number 2

Project #	Agency	Project # /Priority	Project Name	Project Limits	Planned Improvements	Total Cost	Project Opening Year
10	County		SR 41	Madera County Line to AVE 10	4 Lanes to 6 Lanes	\$5,780,407	2025
11	County	30/1	SR 41	AVE 10 to AVE 12	6 Lane Freeway & Interchange at AVE 12	\$100,858,967	2040
21	County	31/2	SR 41	Ave 15 to SR 145	2 Lanes to 4 Lanes	\$45,000,000	2040
	County		SR 41	AVE 10 to AVE 12	3 Lane to 4 Lane Expressway	\$45,800,000	2022
	County		SR 41	AVE 12 to AVE 15	2 Lane Conventional to 4 Lane Expressway	\$61,000,000	2024

Project Descriptions and limits:

Phase 1

MAD 41 - PM 1.5 to 3.9: Extend existing 4E from 0.8 mile south of Ave 11 OC to 0.7mile north of Ave 12 and provide additional Ave 11 OC
Open to Traffic Year 7/01/22

Phase 2

MAD 41 - PM 3.5 to 6.6: Upgrade to 4E from 0.3 mile north of Ave 12 to approximately Ave 14; transitioning to 4C to 0.4 mile north of Ave 15
Open to Traffic Year 12/01/24

ATTACHMENT 4

**2017 CONFORMITY ANALYSIS FOR THE 2017 FTIP AMENDMENT 8 AND
2014 RTP AMENDMENT 2**

**CONFORMITY ANALYSIS
FOR THE 2017 FEDERAL TRANSPORTATION IMPROVEMENT
PROGRAM AMENDMENT # 8 AND 2014 REGIONAL
TRANSPORTATION PLAN AMENDMENT #2**

OCTOBER 10, 2017

MADERA COUNTY TRANSPORTATION COMMISSION

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EXECUTIVE SUMMARY

This report presents the Conformity Analysis for the 2017 Federal Transportation Improvement Program (2017 FTIP) Amendment #8 and 2014 Regional Transportation Plan (2014 RTP) Amendment #2. The MCTC The Madera County Transportation Commission (MCTC) is the designated Metropolitan Planning Organization (MPO) in Madera County Madera County, California, and is responsible for regional transportation planning.

The Clean Air Act Section 176(c) (42 U.S.C. 7506(c)) and U.S. Environmental Protection Agency (EPA) transportation conformity regulations (40 CFR 93 Subpart A) require that each new RTP and TIP be demonstrated to conform to the State Implementation Plan (SIP) before the RTP and TIP are approved by the MPO or accepted by the U.S. Department of Transportation (DOT). This analysis demonstrates that the criteria specified in the transportation conformity regulations for a conformity determination are satisfied by the 2017 FTIP Amendment #8 and the 2014 RTP Amendment #2; a finding of conformity is therefore supported. The 2017 FTIP Amendment #8, 2014 RTP Amendment #2 and corresponding conformity analysis was approved by The MCTC The MCTC Policy Board on November 22, 2017. Federal approval is anticipated on or before January 22, 2017. FHWA/FTA last issued a finding of conformity for the 2017 FTIP on December 16, 2016 and the 2014 RTP Amendment #1 on June 21, 2017.

The 2017 FTIP Amendment #8 and the 2014 RTP Amendment #2 have been financially constrained in accordance with the requirements of 40 CFR 93.108 and consistent with the U.S. DOT metropolitan planning regulations (23 CFR Part 450). A discussion of financial constraint and funding sources is included in the appropriate documents.

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

CONFORMITY REQUIREMENTS

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

The conformity regulation applies nationwide to “all nonattainment and maintenance areas for transportation-related criteria pollutants for which the area is designated nonattainment or has a maintenance plan” (40 CFR 93.102). Currently, the San Joaquin Valley (or portions thereof) is designated as nonattainment with respect to Federal air quality standards for ozone, and

particulate matter under 2.5 microns in diameter (PM_{2.5}); and has a maintenance plan for particulate matter under 10 microns in diameter (PM-10), as well as a maintenance plan for carbon monoxide (CO) for the urbanized/metropolitan areas of Kern, Fresno, Stanislaus and San Joaquin Counties. Therefore, transportation plans and programs for the nonattainment areas for Madera County Madera County area must satisfy the requirements of the Federal transportation conformity regulation.

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

- (1) the TIP and RTP must pass an emissions budget test using a budget that has been found to be adequate by EPA for transportation conformity purposes, or an interim emission test;
- (2) the latest planning assumptions and emission models specified for use in conformity determinations must be employed;
- (3) the TIP and RTP must provide for the timely implementation of transportation control measures (TCMs) specified in the applicable air quality implementation plans; and
- (4) interagency and public consultation.

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

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

CONFORMITY TESTS

The conformity tests specified in the Federal transportation conformity regulation are: (1) the emissions budget test, and (2) the interim emission test. For the emissions budget test, predicted emissions for the TIP/RTP must be less than or equal to the motor vehicle emissions budget specified in the approved air quality implementation plan or the emissions budget found to be adequate for transportation conformity purposes. If there is no approved air quality plan for a pollutant for which the region is in nonattainment or no emission budget has been found to be adequate for transportation conformity purposes, the interim emission test applies. Chapter 1 summarizes the applicable air quality implementation plans and conformity tests for ozone, PM-10, and PM_{2.5}.

RESULTS OF THE CONFORMITY ANALYSIS

A regional emissions analysis was conducted for the years 2017, 2018, 2019, 2020, 2021, 2024, 2027, 2030, 2031, 2035 and 2040 for each applicable pollutant. All analyses were conducted using the latest planning assumptions and emissions models. The major conclusions of The MCTC Conformity Analysis are:

- For carbon monoxide, the total regional on-road vehicle-related emissions associated with implementation of the 2017 FTIP Amendment #8 and the 2014 RTP Amendment #2 for the analysis years are projected to be less than the approved emissions budget established in the *2004 Revision to the California State Implementation Plan for Carbon Monoxide*. The applicable conformity test for carbon monoxide is therefore satisfied.
- For ozone, the total regional on-road vehicle-related emissions (ROG and NO_x) associated with implementation of the 2017 FTIP Amendment #8 and the 2014 RTP Amendment #2 for all years tested are projected to be less than the adequate emissions budgets specified in the *2016 Ozone Plan*. The conformity tests for ozone are therefore satisfied.
- For PM-10, the total regional vehicle-related emissions (PM-10 and NO_x) associated with implementation of the 2017 FTIP Amendment #8 and the 2014 RTP Amendment #2 for all years tested are either (1) projected to be less than the approved emissions budgets, or (2) less than the emission budgets using the approved PM-10 and NO_x trading mechanism for transportation conformity purposes from the *2007 PM-10 Maintenance Plan (as revised in 2015)*. The conformity tests for PM-10 are therefore satisfied.
- For the 1997 and 2012 PM_{2.5} standards, the total regional on-road vehicle-related emissions associated with implementation of the 2017 FTIP Amendment #8 and the 2014 RTP Amendment #2 for the analysis years are either (1) projected to be less than the approved emission budgets, or (2) less than the emission budgets using the approved PM_{2.5} and NO_x trading mechanism for transportation conformity purposes from the *2008 PM_{2.5} Plan (as revised in 2011)*. The conformity tests for PM_{2.5} for the 1997 and 2012 standards are therefore satisfied.
- For the 2006 24-hour PM_{2.5} standard, the total regional on-road vehicle-related emissions associated with implementation of the 2017 FTIP Amendment #8 and the 2014 RTP Amendment #2 for the analysis years are either (1) projected to be less than the approved emission budgets, or (2) less than the emission budgets using the approved PM_{2.5} and NO_x trading mechanism for transportation conformity purposes from the *2012 PM_{2.5} Plan (as revised in 2015)*. The conformity tests for PM_{2.5} for the 2006 standard are therefore satisfied.
- The 2017 FTIP Amendment #8 and the 2014 RTP Amendment #2 will not impede and will support timely implementation of the TCMs that have been adopted as part of applicable air quality implementation plans. The current status of TCM implementation is documented in Chapter 4 of this report. Since the local SJV procedures (e.g., Air District Rule 9120 Transportation Conformity) have not been approved by EPA, consultation has been conducted in accordance with Federal requirements.

REPORT ORGANIZATION

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

Appendix E includes public hearing documentation conducted on the 2017 FTIP Amendment #8 and the 2014 RTP Amendment #2 and corresponding conformity analysis on October 18, 2017. Comments received on the conformity analysis and responses made as part of the public involvement process are included in Appendix F.

CHAPTER 1: FEDERAL AND STATE REGULATORY REQUIREMENTS

The criteria for determining conformity of transportation programs and plans under the Federal transportation conformity regulation (40 CFR Parts 51 and 93) and the applicable conformity tests for the San Joaquin Valley nonattainment areas are summarized in this section. The Conformity Analyses for and the 2017 FTIP Amendment #8 and the 2014 RTP Amendment #2 were prepared based on these criteria and tests. Presented first is a review of the development of the applicable conformity regulation and guidance procedures, followed by summaries of conformity regulation requirements, air quality designation status, conformity test requirements, and analysis years for the Conformity Analysis.

The MCTC is the designated Metropolitan Planning Organization (MPO) for Madera County in the San Joaquin Valley. As a result of this designation The MCTC prepares the TIP, RTP, and associated conformity analyses. The TIP serves as a detailed four year (FFY 2016/17 – 2019/20) programming document for the preservation, expansion, and management of the transportation system. The 2014 RTP has a 2040 horizon that provides the long term direction for the continued implementation of the freeway/expressway plan, as well as improvements to arterial streets, transit, and travel demand management programs. The TIP and RTP include capacity enhancements to the freeway/expressway system commensurate with available funding.

A. FEDERAL AND STATE CONFORMITY REGULATIONS

CLEAN AIR ACT AMENDMENTS

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

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

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

FEDERAL RULE

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

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

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

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 July 29, 2016, EPA released 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.

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

With respect to PM_{2.5}, the Transportation Conformity Rule PM_{2.5} and PM₁₀ Amendments published on March 24, 2010 effectively incorporates the “multi-jurisdictional” guidance directly into the rule. The Rule allows MPOs to make independent conformity determinations for their plans and TIPs as long as all of the other subareas in the nonattainment area have conforming transportation plans and TIPs in place at the time of each MPO and DOT conformity determination.

DISTRICT RULE

The San Joaquin Valley Unified Air Pollution Control District (Air District) adopted Rule 9120 Transportation Conformity on January 19, 1995 in response to requirements in Section 176(c)(4)(c) of the 1990 Clean Air Act Amendments. In May 2015 the San Joaquin Valley Unified Air Pollution Control District requested ARB to withdraw Rule 9120 from California State Implementation Plan consideration.

In July of 2015, ARB sent a letter to EPA withdrawing Rule 9120 from the California State Implementation Plan. Therefore EPA can no longer act on the Rule. It should also be noted that EPA has changed 40 CFR 51.390 to streamline the requirements for State conformity SIPs. Since a transportation conformity SIP cannot be approved for the San Joaquin Valley, the Federal transportation conformity rule governs.

B. CONFORMITY REGULATION REQUIREMENTS

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

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

- 2) *Methods / Modeling:*

Latest Planning Assumptions — Section 93.110 specifies that conformity determinations must be based upon the most recent planning assumptions in force at the time the conformity

analysis begins. This is defined as “the point at which the MPO begins to model the impact of the proposed transportation plan or TIP on travel and/or emissions. New data that becomes available after an analysis begins is required to be used in the conformity determination only if a significant delay in the analysis has occurred, as determined through interagency consultation” (EPA, 2010b). All analyses for the Conformity Analysis were conducted using the latest planning assumptions and emissions models in force at the time the conformity analysis started in June 2017 (see Chapter 2).

Latest Emissions Models — Section 93.111 requires that the latest emission estimation models specified for use in SIPs must be used for the conformity analysis. EMFAC2014 was used in the Conformity Analysis and is documented in Chapter 3. EPA issued a federal register notice on December 14, 2015 formally approving EMFAC2014 for use in conformity determinations.

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

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

C. AIR QUALITY DESIGNATIONS APPLICABLE TO THE SAN JOAQUIN VALLEY

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

The MCTC 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 Conformity Analyses for the 2017 FTIP Amendment #8 and the 2014 RTP Amendment #2 include 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 and 2008 standard), and particulate matter under 2.5 microns in diameter (PM_{2.5}) (1997, 2006 and 2012 standards); and has a maintenance plan for particulate matter under 10 microns in diameter (PM-10), as well as a maintenance plan for carbon monoxide (CO) for the urbanized/metropolitan areas of Kern, Fresno, Stanislaus and San Joaquin Counties. State Implementation Plans have been prepared to address carbon monoxide, ozone, PM-10 and PM_{2.5}:

- The 2004 Revision to the California State Implementation Plan for Carbon Monoxide was approved by EPA on November 30, 2005 (effective January 30, 2006).
- The 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).
- The 2007 PM-10 Maintenance Plan (as revised in 2015) was approved by EPA on July 8, 2016 (effective September 30, 2016).
- The 2008 PM_{2.5} Plan (1997 Standard), as revised in 2011, was approved by EPA on November 9, 2011 (effective January 9, 2012).
- The 2015 PM_{2.5} Plan (1997 Standards) was approved by ARB on May 21, 2015. On February 9, 2016 EPA published proposed conditional approval of the 2015 Plan; no final EPA action has been taken on the plan. As a result, the proposed SIP budgets are assumed to be unavailable for use and the 2008 PM_{2.5} Plan conformity budgets are the only budgets applicable to the 1997 and 2012 PM_{2.5} standards at this time.
- The 2012 PM_{2.5} Plan (as revised in 2015) was approved by EPA on August 16, 2016 (effective September 30, 2016).

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.

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 November 13, 2009, EPA published Air Quality Designations for the 2006 24-hour PM_{2.5} 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 PM_{2.5} 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 PM_{2.5} nonattainment area boundary for the San Joaquin Valley is exactly the same as the nonattainment area boundary for the 1997 annual standard.

EPA's nonattainment area designations for the new 2012 PM_{2.5} 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 PM_{2.5} standards nonattainment area boundary for the San Joaquin Valley are exactly the same as the nonattainment area boundary for the 1997 annual 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 carbon monoxide, ozone, and particulate matter are summarized below.

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

implementation plan and estimate of baseline emissions in the San Joaquin Valley provides motor vehicle emission budgets by county, to facilitate county-level conformity findings.

OZONE (2008 STANDARD)

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. Areas designated nonattainment for the 2008 ozone standard are required to use any existing adequate or approved SIP motor vehicle emissions budgets for a prior ozone standard until budgets for the 2008 ozone standard are either found adequate or approved.

Under the existing conformity regulation, regional emissions analyses for ozone areas must address nitrogen oxides (NO_x) 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).

Although EPA has not yet issued a full approval of the 2016 Ozone Plan, the agency found the Plan's transportation conformity budgets adequate on June 29, 2017 (effective July 14, 2017).. The EPA adequacy notice identified both reactive organic gases (ROG) and nitrogen oxides (NO_x) subarea budgets in tons per average summer day for each MPO in the nonattainment area. It is important to note that the boundaries for both the 2008 ozone standard and previous ozone standard are identical. Consequently, for this conformity analysis, the SJV MPOs will conduct demonstrations for subarea emissions budgets as established in the 2016 Ozone Plan.

The adequate conformity budgets from 2016 Ozone Budgets are provided in a table below. These budgets will be used to compare to emissions resulting from the 2017 FTIP Amendment #8 and the 2014 RTP Amendment #2.

**Table 1-2:
On-Road Motor Vehicle 2008 Ozone Standard Emissions Budgets**
(summer tons/day)

County	2018		2021		2024		2027		2030		2031	
	ROG	NOx	ROG	NOx	ROG	NOx	ROG	NOx	ROG	NOx	ROG	NOx
Fresno	8.0	27.7	6.4	22.2	5.4	14.1	4.9	13.2	4.5	12.6	4.3	12.5
Kern (SJV)	6.6	25.4	5.5	20.4	4.8	12.6	4.5	11.7	4.2	10.9	4.1	10.8
Kings	1.3	5.1	1.1	4.2	0.9	2.6	0.9	2.5	0.8	2.3	0.8	2.3
Madera	1.9	5.1	1.5	4.1	1.2	2.6	1.1	2.3	0.9	2.0	0.9	2.0
Merced	2.5	9.4	2.0	7.8	1.6	4.8	1.5	4.4	1.3	4.2	1.3	4.1
San Joaquin	5.9	13.0	4.9	10.3	4.2	6.9	3.8	5.2	3.5	5.7	3.3	5.5
Stanislaus	3.8	10.5	3.0	8.3	2.6	5.6	2.3	5.1	2.1	4.7	2.0	4.7
Tulare	3.7	9.5	2.9	7.2	2.4	4.7	2.2	4.1	1.9	3.8	1.9	3.7

^(a) Note that 2016 Ozone budgets were established by rounding up each county's emissions totals to the nearest tenth of a ton.

PM-10

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

The PM-10 SIP allows trading from the motor vehicle emissions budget for the PM-10 precursor NOx to the motor vehicle emissions budget for primary PM-10 using a 1.5 to 1 ratio. The trading mechanism allows the agencies responsible for demonstrating transportation conformity in the San Joaquin Valley to supplement the 2005 budget for PM-10 with a portion of the 2005 budget for NOx, and use these adjusted motor vehicle emissions budgets for PM-10 and NOx to demonstrate transportation conformity with the PM-10 SIP for analysis years after 2005. As noted above, EPA approved the 2007 PM-10 Maintenance Plan (with minor technical corrections to the conformity budgets) on July 8, 2016, which includes continued approval of the trading mechanism.

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

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

County	2005		2020	
	PM-10	NOx	PM-10	NOx
Fresno	13.5	59.2	7.0	25.4
Kern ^(a)	12.1	88.3	7.4	23.3
Kings	3.1	16.7	1.8	4.8
Madera	3.6	13.9	2.5	4.7
Merced	6.2	39.4	3.8	8.9
San Joaquin	9.1	42.6	4.6	11.9
Stanislaus	5.6	29.7	3.7	9.6
Tulare	7.3	25.1	3.4	8.4

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

PM2.5

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

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

The 2008 PM2.5 Plan for the 1997 PM2.5 standard (as revised in 2011) was approved by EPA on November 9, 2011, which contains motor vehicle emission budgets for PM2.5 and NOx established based on average annual daily emissions, as well as a trading mechanism. The motor vehicle emissions budget for PM2.5 includes directly emitted PM2.5 motor vehicle emissions from tailpipe, brake wear and tire wear. VOC, SOx, ammonia, and dust (from paved roads, unpaved roads, and road construction) were found to be insignificant and not included in the motor vehicle emission budgets for conformity purposes. The conformity budgets from Table 5 of the November 9, 2011 Federal Register are provided in Table 1-4 below and will be used to compare emissions resulting from the 2017 FTIP Amendment #8 and the 2014 RTP Amendment #2.

In accordance with Section 93.109(i)(3) of the conformity rule, if a 2012 PM2.5 nonattainment area has adequate or approved SIP budgets that address the annual 1997 PM2.5 standards, it must use the budget test until new 2012 PM2.5 standard budgets are found adequate or approved. The

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attainment year of 2021 will be modeled. For this Conformity Analysis, the SJV will conduct determinations for subarea emission budgets as established in the 2008 PM_{2.5} (1997 Standard) Plan.

In addition, the final PM_{2.5} Implementation Rule requires areas designated as nonattainment for the 1997 PM_{2.5} standards to continue demonstrate conformity to these standards until attainment. In the San Joaquin Valley, the 1997 standards (both 24-hour and annual) continue to apply.

**Table 1-4:
On-Road Motor Vehicle 1997 (24-hour and annual) and
2012 (annual) PM_{2.5} Standard Emissions Budgets**
(tons per average annual day)

County	2012		2014	
	PM _{2.5}	NO _x	PM _{2.5}	NO _x
Fresno	1.5	35.7	1.1	31.4
Kern (SJV)	1.9	48.9	1.2	43.8
Kings	0.4	10.5	0.3	9.3
Madera	0.4	9.2	0.3	8.1
Merced	0.8	19.7	0.6	17.4
San Joaquin	1.1	24.5	0.9	21.6
Stanislaus	0.7	16.7	0.6	14.6
Tulare	0.7	15.7	0.5	13.8

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

The trading mechanism will be used only for conformity analyses for analysis years after 2014. To ensure that the trading mechanism does not impact the ability to meet the NO_x budget, the NO_x emission reductions available to supplement the PM-2.5 budget shall only be those remaining after the NO_x budget has been met.

As noted above, in accordance with the EPA Transportation Conformity Rule Restructuring Amendments Nonattainment areas allows 2012 PM_{2.5} areas with adequate or approved 1997 PM_{2.5} budgets to determine conformity for both NAAQS at the same time, using the budget test.

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2006 24-Hour PM2.5 Standard

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

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

The 2012 PM2.5 Plan for the 2006 PM2.5 standard (as revised in 2015) contains motor vehicle emission budgets for PM2.5 and NOx established based on average winter daily emissions, as well as a trading mechanism. The motor vehicle emissions budget for PM2.5 includes directly emitted PM2.5 motor vehicle emissions from tailpipe, brake wear and tire wear. VOC, SOx, ammonia, and dust (from paved roads, unpaved roads, and road construction) were found to be insignificant and not included in the motor vehicle emission budgets for conformity purposes. The conformity budgets from the 2012 PM2.5 Plan (as revised in 2015) are provided below and will be used to compare emissions resulting from the 2017 FTIP Amendment #8 and the 2014 RTP Amendment #2.

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

County	2014		2017	
	PM2.5	NOx	PM2.5	NOx
Fresno	1.0	31.6	1.0	32.1
Kern (SJV)	1.2	43.2	0.8	28.8
Kings	0.2	8.8	0.2	5.9
Madera	0.3	8.7	0.2	6.0
Merced	0.5	17.2	0.3	11.0
San Joaquin	0.7	20.0	0.6	15.5
Stanislaus	0.5	15.1	0.4	12.3
Tulare	0.5	14.3	0.4	11.2

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

The 2012 PM2.5 SIP includes a trading mechanism that allows trading from the motor vehicle emissions budget for the PM2.5 precursor NOx to the motor vehicle emissions budget for primary

PM-2.5 using an 8 to 1 ratio. The trading mechanism allows the agencies responsible for demonstrating transportation conformity in the San Joaquin Valley to supplement the applicable budget for PM-2.5 with a portion of the applicable corresponding budget for NOx, and use these adjusted motor vehicle emissions budgets for PM2.5 and NOx to demonstrate transportation conformity with the PM2.5 SIP for analysis years after 2014. As noted above, EPA approved the 2012 PM2.5 Plan budgets (as revised in 2015) on August 16, 2016 (effective September 30, 2016) and the trading mechanism.

E. ANALYSIS YEARS

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

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

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

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

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 (e.g. 2031). In addition, in areas that have approved or adequate budgets for the 1997 ozone standard, consistency with those budgets must also be determined.

**Table 1-6:
San Joaquin Valley Conformity Analysis Years**

Pollutant	Budget Years¹	Attainment/ Maintenance Year	Intermediate Years	RTP Horizon Year
CO	NA	2018	2017/2025/2035	2040
Ozone	2018/2021/2024/2027/2030	2031	NA	2040
PM-10	NA	2020	2025/2035	2040
1997 and 2012 PM2.5	NA	2014/2021 ²	2025/2035	2040
2006 24-hour PM2.5	2014/2017	2019 ³	2025/2035	2040

Budget years that are not in the time frame of the transportation plan/conformity analysis are not included as analysis years (e.g., 2014), although they may be used to demonstrate conformity.

². Note: 2014 is the attainment year for the 1997 PM2.5 standards. 2021 is the attainment year for the 2012 PM2.5 standards.

³Note: The 2006 standard must be met as expeditiously as practicable, but no later than December 31, 2019.

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

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

On April 15, 2015, EPA classified the San Joaquin Valley as Moderate nonattainment for the 2012 PM2.5 Standards. In accordance with Section 93.109(i)(3) of the conformity rule, if a 2012

PM2.5 nonattainment area has adequate or approved SIP budgets that address the annual 1997 PM2.5 standards, it must use the budget test until new 2012 PM2.5 standard budgets are found adequate or approved. When using the budget test, the attainment year must be analyzed (e.g. 2021). In addition, in areas that have approved or adequate budgets for the 1997 annual PM2.5 standards, consistency with those budgets must also be determined. The attainment year of 2021 must be modeled.

CHAPTER 2: LATEST PLANNING ASSUMPTIONS AND TRANSPORTATION MODELING

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

According to the conformity regulation, the time the conformity analysis begins is “the point at which the MPO or other designated agency begins to model the impact of the proposed transportation plan or TIP on travel and/or emissions.” The conformity analysis and initial modeling began in May 2016.

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 MCTC uses the TP+/ CUBE transportation model. The model was validated in 2015 for the 2010 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 Madera County Transportation
Commission Conformity Analysis**

Assumption	Year and Source of Data (MPO action)	Modeling	Next Scheduled Update
Population	Base Year: 2010 Projections: In January of 2013, the MCTC policy board accepted population projections from the 2012 Interim DOF Projections.	This data is disaggregated to the TAZ level for input into the CUBE for the base year validation.	Population projections will be reviewed and updated periodically with possible update in 2018.
Employment	Base Year: 2010 Projections: In January of 2013, the MCTC policy board accepted EDD/Info USA data to develop the 2010 employments baseline while DOF Interim Projections were used to develop the projections	This data is disaggregated to the TAZ level for input into the CUBE for the base year validation.	Employment projections will be reviewed and updated periodically with possible update in 2018.
Traffic Counts	Traffic data for validation representing the 2010 base validation year were obtained from the MCTC Traffic Counts Program, the cities of Madera and Chowchilla, Madera County and Caltrans.	CUBE was validated using these traffic counts.	All readily available counts are included in each model update.
Vehicle Miles of Travel	In March of 2016, the MCTC policy board accepted the 2010 transportation model validation for the 2010 base year.	CUBE is the transportation model used to estimate VMT in Madera 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.

Assumption	Year and Source of Data (MPO action)	Modeling	Next Scheduled Update
Speeds	<p>Transportation models were validated using survey data on free flow speeds and common speed flow curves.</p> <p>Speed distributions were updated in EMFAC2014, using methodology approved by ARB and with information from the transportation model.</p>	<p>CUBE. The transportation model includes a feedback loop that assures congested speeds are consistent with travel speeds.</p> <p>EMFAC2014</p>	<p>A speed study will be conducted every five years is adequate funds are available.</p>
Vehicle Registration	<p>EMFAC2014 is the most recent model for use in California conformity analyses. Vehicle registration data is included by ARB in the model and cannot be updated by the user.</p>	EMFAC2014	EMFAC2014
State Implementation Plan Measures	<p>Latest implementation status of commitments in prior SIPs.</p>	<p>Emission reduction credits consistent with the SIPs are post-processed via spreadsheets as documented in Ch. 4.</p>	<p>Updated for every conformity analysis.</p>

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:

For MCTC's Regional Transportation Plan/Sustainable Communities Strategy, population projections from DOF Interim Projections (2012) were used as forecast year control totals.

Because the base year for the plan is 2010, the most recent census data was used for the base year population total. The household totals for each forecast year were estimated using the ratio of population to housing from the 2010 Census, adjusting for population in group quarters.

Employment Development Department/Info USA data was used to develop the MCTC 2010 employment baseline. DOF Interim Projections were used to develop the projections. The population and housing forecasts are listed in Table 2-2. The employment totals for each forecast year were estimated using the ratio of employment from the 2010 base year inventory.

Land use and socioeconomic data at the zonal level are used for determining trip generation in the traffic model. Socio economic data at the Traffic Analysis Zones (TAZ) level were developed based on historic trends and planned development activity in consultation with the local agency representatives of the MCTC Technical Advisory Committee.

B. TRANSPORTATION MODELING

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

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

The Madera County travel model is a conventional travel demand forecasting model that is similar in structure to most other current area-wide models used for traffic forecasting. It uses land use, socioeconomic, and road network data to estimate travel patterns, roadway traffic volumes and performance measures.

The study area for the Madera County travel model covers all of Madera County. The county is divided into approximately 705 TAZs. Other travel to and from Madera County is represented by 16 gateway zones at major road crossings of the county line.

The travel demand model land use inputs (socioeconomic data) are aggregated by TAZ. Population related inputs include numbers of housing units stratified by 10 types. Employment-related inputs include employment by 21 employment categories. There are additional inputs

possible for "special generators," which would primarily be recreational uses. Land uses outside of Madera County are represented by existing and projected traffic counts on the gateway roads at the county line.

The travel model roadway network includes nodes and links. Link types include freeway, highway, expressway, arterial, collector and freeway ramps. The model distinguishes between urban, suburban and rural areas. Important road network attributes include distances, number of lanes, uncongested speeds and terrain (flat, rolling or mountain).

Transit service is represented by attributes of each TAZ. If a TAZ is accessible to transit, the peak and off-peak average transit service frequencies are used to estimate transit times.

Four sequential steps (actually sub-models) are involved in the travel demand forecasting process:

- Trip Generation. This initial step translates household and employment data into person trip ends using trip generation rates established during model calibration.
- Trip Distribution. The second general step estimates how many trips travel from one zone to any other zone. The distribution is based on the number of trip ends generated in each of the two zones, and on factors that relate the likelihood of travel between any two zones to the travel time between the two zones.
- Mode Choice. This step estimates the proportions of the total person trips using drive alone or shared-ride auto, transit or non-motorized modes for travel between each pair of zones.
- Trip Assignment. In this final step, vehicle trips or transit trips from one zone to another are assigned to specific travel routes between the zones.

The Madera County travel model estimates travel demand and traffic volumes for the average weekday (Monday through Friday) daily time period, and traffic volumes for the A.M. and P.M. peak commute 3-hour periods and peak hours. Weekend peak traffic volumes could be estimated based on the weekday traffic volume forecasts and ratios of existing weekend-to-weekday traffic volumes measured from traffic counts.

The Madera County travel model includes a feedback loop that uses the congested speeds estimated from traffic assignment to recalculate the trip distribution. The feedback loop is also used to input congested road speeds to the mode choice process.

The Madera County travel model was validated by comparing its estimates of year 2010 traffic volumes with approximately 460 traffic counts from comparable years (2007-2010). The validation is compared to standard criteria for replicating total traffic volumes on various road types and for percent error on links.

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:

Traffic data for validation representing the 2010 base validation year were obtained from MCTC, the cities of Madera and Chowchilla, Madera County and Caltrans.

The Madera County travel model traffic validation is based on several criteria, including vehicle miles of travel (VMT), total volume by road type, and percent of links within acceptable limits. The Madera model is within two percent of total daily traffic counts (1.02%). This is within the target of +/- 5.0 percent for overall traffic volume.

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:

The valley traffic models include a feedback loop that uses congested travel times as an input to the trip distribution step. The feedback loop ensures that the congested travel speeds used as input to the air pollution emission models are consistent with the travel speeds used throughout the traffic model process.

The MCTC traffic model includes a feedback loop that uses congested travel times as an input to the trip distribution step. The feedback loop ensures that the congested travel speeds used as input to the air pollution emission models are consistent with the peak hour and off peak travel speeds used throughout the traffic model process.

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:

The current version of the Madera County model estimates transit travel times based on service frequency and auto times. Bus routes are not directly coded into the model. Instead, each TAZ is designated by the average frequency of peak and off-peak transit service provided within walking distance of the TAZ.

Bus travel times are derived from the road network. A factor of 2.0 times the travel time for vehicles traveling at the prevailing road speed was found to generally match scheduled bus operating speeds.

Average wait times for bus trips are estimated as one-half of the maximum of the transit frequencies at the origin and destination of each trip. For example, if a particular trip has 70 minute service at the origin end and 35 minute service at the destination end, the average wait time will be estimated as one half of 70 minutes (the maximum of 70 and 35) or 35 minutes average wait time.

The mode choice model extends the definition of “mode” beyond the basic auto and transit options. In the Madera County model, both 2-person and 3+-person autos are predicted separately so as to retain the capability of analyzing 2-person vs. 3-person minimum carpool occupancy policies for HOV lanes. The model also predicts “walk access” to transit separately from “drive access” to better represent the tradeoffs between access modes, and to provide a clearer analysis of passenger facility usage and requirements at transit stations for walk, feeder bus, park/ride and kiss/ride transit access options. In all, the mode choice model predicts the following seven modes:

1. Drive Alone (DA)
2. 2-Person vehicle (SR2)
3. 3+-Person vehicle (SR3)
4. Walk to transit (TW)
5. Drive to transit (TD)
6. Bicycle (BK)
7. Walk (WK)

This set of alternative modes permits analysis of the trade-offs that will occur with a wide range of transportation projects or policies.

The Madera County model performs mode choice calculations separately for eight trip purposes (not including the three truck trip purposes), three household categories and two time periods:

Trip Purposes

1. Home-Work

2. Home-Shop
3. Home-K12
4. Home-College
5. Home-Other
6. Work-Other
7. Other-Other
8. Highway Commercial

Household Categories

1. Zero Auto Households
2. One Auto Households
3. Two-Plus Auto Households

Time Periods

1. Peak Transit Service (3-hour A.M. and 3-hour P.M. periods)
2. Off-Peak Transit Service (All other 18 hours)

Each of the household categories has a different likelihood of using transit and therefore model constants are estimated separately for each category.

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 Madera County travel model traffic validation is based on several criteria, including vehicle miles of travel (VMT), total volume by road type, and percent of links within acceptable limits. The Caltrans Highway Performance Monitoring System (HPMS) estimates vehicle miles of travel for each county based on a sample of traffic counts on various road types. Vehicle miles of travel were estimated from the travel demand model by multiplying link volumes by link distances.

Evaluation Criterion	HPMS	Model	% Deviation
+/- 5%	4,785,470	4,636,110	-3.1%
Notes: Daily Vehicle Miles Traveled. Highway Performance Management System – 2010 California Public Road Data, Table 11.			

The Madera Model VMT estimate is 3.1 percent lower than the Caltrans HPMS target. This is within the target of +/- 5.0 percent.

FUTURE NETWORKS

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

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

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

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

Supporting Documentation:

The build highway networks include qualifying projects based on the 2015 Federal Transportation Improvement Program (2015 FTIP) and the 2014 Regional Transportation Plan (2014 RTP). Not all of the street and freeway projects included in the TIP/RTP qualify for inclusion in the highway network. Projects that call for study, design, or non-capacity improvements are not included in the networks. When these projects result in actual facility construction projects, the associated capacity changes are coded into the network as appropriate. Since the networks define capacity in terms of number of through traffic lanes, only construction projects that increase the lane-miles of through traffic are included.

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

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

C. TRAFFIC ESTIMATES

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

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

Horizon Year	Total Population (thousands)	Employment (thousands)	Average Weekday VMT (millions)	Total Lane Miles
2017	171	52	4,966	NA
2018	175	53	5,012	NA
2019	179	54	5,056	NA
2020	183	55	5,115	1,682
2021	187	56	5,159	NA
2024	199	59	5,296	NA
2027	212	62	5,348	1,701
2030	228	65	5,448	1,823
2031	232	67	5,452	NA
2035	242	71	5,799	1,918
2040	265	76	6,024	1,940

A. VEHICLE REGISTRATIONS

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

B. 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

Committed control measures in the 2007 8-hour Ozone Plan (as revised in 2015) that reduce mobile source emissions and are included in the conformity demonstration are shown in Table 2-3.

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

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

NOTE: This table is consistent with the 2007 8-Hour Ozone Plan (as revised in 2015) which was approved by EPA on July 8, 2016 (effective September 30, 2016). State reductions from the Carl Moyer, AB1493, Smog Check and RFG have been included in EMFAC2014.

PM-10

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

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

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

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

PM2.5

Committed control measures in the 2008 PM2.5 Plan (as revised in 2011) and 2012 PM2.5 Plan (as revised in 2015) that reduce mobile source emissions and are included in the conformity demonstration are shown in Table 2-5 and 2-6, respectively.

Conformity Analysis for 2017 FTIP Amendment #8 and
2014 RTP Amendment #2

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

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

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

**Table 2-6:
2012 PM2.5 (2006 Standard) Plan Measures Assumed in the Conformity Analysis**

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

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

CHAPTER 3: AIR QUALITY MODELING

The model used to estimate vehicle exhaust emissions for ozone precursors, and particulate matter is EMFAC2014. CARB emission factors for PM-10 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 2004 Revision to the California State Implementation Plan for Carbon Monoxide was approved by EPA on November 30, 2005 (effective January 30, 2006).
- 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).
-
- The 2007 PM-10 Maintenance Plan (as revised in 2015) was approved by EPA on July 8, 2016 (effective September 30, 2016).
- The 2008 PM2.5 Plan (1997 Standards), as revised in 2011, was approved by EPA on November 9, 2011 (effective January 9, 2012).
- The 2015 PM2.5 Plan (1997 Standards) was approved by ARB on May 21, 2015. On February 9, 2016, EPA published proposed conditional approval of the 2015 Plan; no final EPA action has been taken on the plan. As a result, the proposed SIP budgets are assumed to be unavailable for use and the 2008 PM2.5 Plan conformity budgets are the only budgets applicable to the 1997 and 2012 PM2.5 standards at this time.
- The 2012 PM2.5 Plan was approved by EPA on August 16, 2016 (effective September 30, 2016) inclusive of the revised conformity budgets and PM2.5 trading mechanism.

The conformity regulation requirements for the selection of the horizon years are summarized in Chapter 1; regional emissions have been estimated for the horizon years summarized in Table 1-7.

A. EMFAC2014

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

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

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

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

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 NO_x 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. PM_{2.5} APPROACH

EPA and FHWA have indicated that areas violating both the annual and 24-hour standards for PM_{2.5} must address all standards in the conformity determination. The San Joaquin Valley currently violates both the 1997 and 2012 annual PM_{2.5} standards, and the 1997 and 2006 24-hour PM_{2.5} standards; thus the conformity determination includes analyses to all PM_{2.5} standards.

The following PM_{2.5} approach addresses the 1997 (annual and 24-hour), the 2012 (annual), and the 2006 24-hour standards:

EMFAC2014 incorporates data for temperature and relative humidity that vary by geographic area, calendar year and season. The annual average represents an average of all the monthly inventories. A winter average represents an average of the California winter season (October through February). EMFAC will be run to estimate direct PM_{2.5} and NO_x 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 PM_{2.5} annual emission estimates. The availability of seasonal or monthly VMT data and the corresponding variability of that data need to be evaluated.

PM_{2.5} 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 PM_{2.5} emission estimates.

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

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

The SJV MPOs believe that the average annual day calculated from the current traffic models and EMFAC2014 represent the most accurate VMT data available. The MPOs will continue to discuss and research options that look at how VMT varies by month and season according to the local traffic models.

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

The regional emissions analyses in PM_{2.5} nonattainment areas must consider directly emitted PM_{2.5} motor vehicle emissions from tailpipe, brake wear, and tire wear. In California, areas will use EMFAC2014. As indicated under the Conformity Test Requirements, re-entrained road dust and construction-related fugitive dust from highway or transit projects is not included at this time. In addition, NO_x emissions are included; however, VOC, SO_x, and ammonia emissions are not.

1997 Standard – Since EPA has not did not take action on the 2015 PM_{2.5} Plan, the 2008 PM_{2.5} Plan budgets will continue to be used in this conformity analysis. The 2008 PM_{2.5} Plan (as revised in 2011) was approved by EPA on November 9, 2011 (effective January 9, 2012) and contains motor vehicle emission budgets for PM_{2.5} and NO_x established based on average annual daily emissions. The annual inventory methodology contained in the 2008 PM_{2.5} Plan (as revised in 2011) and used to establish emissions budgets is consistent with the methodology used herein. The motor vehicle emissions budget for PM_{2.5} includes directly emitted PM_{2.5} motor vehicle emissions from tailpipe, brake wear and tire wear. VOC, SO_x, ammonia, and dust (from paved roads, unpaved roads, and road construction) were found to be insignificant and not included in the motor vehicle emission budgets for conformity purposes.

2006 Standard – On January 20, 2016, EPA finalized reclassification of the San Joaquin Valley to Serious nonattainment for the 2006 24-hour PM_{2.5} Standard. On May 18, 2016 EPA published proposed approval of revised 2012 Plan PM_{2.5} budgets. Then on August 16, 2016, the 2012 PM_{2.5} Plan was approved by EPA including the revised conformity budgets and a trading mechanism (effective September 30, 2016). The 2012 PM_{2.5} Plan (as revised in 2015) contains motor vehicle emission budgets for PM_{2.5} and NO_x established based on average winter daily emissions. The winter inventory methodology contained in the 2012 Plan and used to establish emissions budgets is consistent with the methodology used herein. The motor vehicle emissions budget for PM_{2.5} include directly emitted PM_{2.5} motor vehicle emissions from tailpipe, brake wear and tire wear. VOC, SO_x, ammonia, and dust (from paved roads, unpaved roads, and road construction) were found to be insignificant and not included in the motor vehicle emission budgets for conformity purposes. It is important to note that the 2006 24-hour PM_{2.5} nonattainment area boundary for the San Joaquin Valley is exactly the same as the nonattainment area boundary for the 1997 PM_{2.5} standards.

2012 Standard – EPA's nonattainment area designations for the 2012 PM_{2.5} standard became effective on April 15, 2015. Conformity applies one year after the effective date (April 15, 2016). In accordance with Section 93.109(i)(3) of the federal transportation conformity rule, if a 2012 PM_{2.5} area has adequate or approved SIP budgets that address the annual 1997 standards, it must

use the budget test until new 2012 PM_{2.5} standard budgets are found adequate or approved. It is important to note that the 2012 annual PM_{2.5} nonattainment area boundary for the San Joaquin Valley is exactly the same as the nonattainment area boundary for the 1997 and 2006 PM_{2.5} standards.

1997 and 2012 PM_{2.5} TRADING MECHANISM

Since EPA did not take action on the 2015 PM_{2.5} Plan, consistent with the PM_{2.5} implementation rule, the 2008 PM_{2.5} Plan budgets and trading mechanism will continue to be used in this conformity analysis.

The 2008 PM_{2.5} SIP (as revised in 2011) allows trading from the motor vehicle emissions budget for the PM_{2.5} precursor NO_x to the motor vehicle emissions budget for primary PM_{2.5} using a 9 to 1 ratio. This trading mechanism will be used for the 1997 annual and 24-hour hour and 2012 PM_{2.5} standard conformity analyses for analysis years after 2014.

2006 PM_{2.5} TRADING MECHANISM

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

D. SUMMARY OF PROCEDURES FOR REGIONAL EMISSIONS ESTIMATES

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

Documentation of the conformity analysis for the 2017 2017 FTIP Amendment #8 and the 2014 RTP Amendment #2 is provided in Appendix C, including:

- 2017 FTIP Amendment #8 and the 2014 RTP Amendment #2 Conformity EMFAC Spreadsheet
- 2017 FTIP Amendment #8 and the 2014 RTP Amendment #2 Conformity Paved Road Spreadsheet
- 2017 FTIP Amendment #8 and the 2014 RTP Amendment #2 Conformity Unpaved Road Dust Spreadsheet

*Conformity Analysis for 2017 FTIP Amendment #8 and
2014 RTP Amendment #2*

- 2017 FTIP Amendment #8 and the 2014 RTP Amendment #2 Conformity Construction Spreadsheet
- 2017 FTIP Amendment #8 and the 2014 RTP Amendment #2 Conformity Totals Spreadsheet
- 2017 FTIP Amendment #8 and the 2014 RTP Amendment #2 PM10 Trading Spreadsheet

CHAPTER 4: TRANSPORTATION CONTROL MEASURES

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

A. TRANSPORTATION CONFORMITY REGULATION REQUIREMENTS FOR TCMs

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

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

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

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

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

- (i) programs for improved public transit;
- (ii) restriction of certain roads or lanes to, or construction of such roads or lanes for use by, passenger buses or high occupancy vehicles;
- (iii) employer-based transportation management plans, including incentives;
- (iv) trip-reduction ordinances;

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

TCM REQUIREMENTS FOR A TRANSPORTATION PLAN

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

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

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

TCM REQUIREMENTS FOR A TRANSPORTATION IMPROVEMENT PROGRAM

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

“(1) An examination of the specific steps and funding source(s) needed to fully implement each TCM indicates that TCMs which are eligible for funding under title 23 U.S.C. or the Federal Transit Laws are on or ahead of the schedule established in the applicable implementation plan, or, if such TCMs are behind the schedule established in the applicable implementation plan, the MPO and DOT have determined that past obstacles to implementation of the TCMs have been identified and have been or are being overcome, and that all State and local agencies with influence over approvals or funding for TCMs are giving maximum priority to approval or funding of TCMs over other projects within their control, including projects in locations outside the nonattainment or maintenance area;

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

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

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

B. APPLICABLE AIR QUALITY IMPLEMENTATION PLANS

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

APPLICABLE IMPLEMENTATION PLAN FOR OZONE

The 2007 Ozone Plan (as revised in 2015) was approved by EPA on July 8, 2016 (effective September 30, 2016). The 2016 Ozone Plan is currently under EPA review. However, both Plans do not include 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 2012 PM2.5 Plan was approved by EPA on August 16, 2016 (effective September 30, 2016). The 2008 PM2.5 Plan (as revised in 2011) was approved by EPA on November 9, 2011 (effective January 9, 2012). However, the Plans do not include TCMs for the San Joaquin Valley.

C. IDENTIFICATION OF 2002 RACM THAT REQUIRE TIMELY IMPLEMENTATION DOCUMENTATION

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

The RTPA Commitment Documents, Volumes One and Two, dated April 2002 (Ozone RACM) were reviewed, using a "Summary of Commitments" table. Commitments that contain specific Federal funding/transportation projects/schedules were identified for further documentation. In some cases, local jurisdictions used the same Federal funding/transportation projects/schedules for various measures; these were identified as combined with ("comb w/") reference as appropriate. A not applicable ("NA") was noted where federally-funded project is vehicle technology based, fuel based, and maintenance based measures (e.g., LEV program, retrofit programs, clean fuels - CNG buses, etc.).

In addition, the RTPA Commitment Document, Volume Three, dated April 2003 (PM-10 BACM) was reviewed, using the Summary of Commitments table. Commitments that contain specific Congestion Mitigation and Air Quality (CMAQ) funding for the purchase and/or

operation of street sweeping equipment have been identified. Only one commitment (Fresno - City of Reedley) was identified.

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

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

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

The Project TID table that was prepared at the request of FHWA for the 2004 Conformity Analysis, has been updated in each subsequent conformity analysis including the 2017 FTIP Amendment #8 and the 2014 RTP Amendment #2. This documentation has been updated as part of this Conformity Analysis. A summary of this information is provided in Appendix D.

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

A new 2002 RACM TID Table was prepared in 2006 to address the more general RACM commitments that require additional timely implementation documentation per EPA. A brief summary of the commitment, including finite end dates if applicable, is included for each measure. The MPOs provided a status update regarding implementation in consultation with their member jurisdictions. If a specific project has been implemented, it is included in the Project TID Table under "Additional Projects Identified". This documentation was included in the Conformity Analysis for the 2007 TIP and 2004 RTP (as amended) that was approved by FHWA in October 2006, as well as the 2015 TIP and 2014 RTP as amended. The 2002 RACM TID Table has been updated as part of this Conformity Analysis. A summary of this information is provided in Appendix D.

D. TCM FINDINGS FOR THE TIP AND REGIONAL TRANSPORTATION PLAN

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

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

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

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

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

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

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

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

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

PM-10 plans that have been adopted since 2009. New PM-10 plans that have been reviewed include:

- a. Puerto Rico, Municipality of Guaynabo, PM-10 Limited Maintenance Plan, submitted March 2009 (EPA adequacy issued 8/25/09). On-road fugitive dust controls include paving, street sweeping and stabilization controls.
- b. Nogales, AZ PM-10 Attainment Demonstration, EPA approval notice signed 8/24/12. On-road fugitive dust controls include paving projects and capital improvement projects @ the Ports of Entry.
- c. Coso Junction, CA PM-10 Maintenance Plan, dated May 17, 2010 (EPA adequacy issued 9/3/10). No transportation control measures; transportation projects “exempt”.
- d. Sacramento, CA PM-10 Implementation / Maintenance Plan, dated October 28, 2010. No new control measures included; no existing on-road controls either.
- e. Truckee Meadows, NV PM-10 Maintenance Plan, adopted May 2009 (EPA adequacy issued 6/2/10). On-road fugitive dust controls include sweeping and sanding; contingency measures have already been considered in SJV analysis.
- f. Eagle River, AK PM-10 Maintenance Plan, adopted August 2010 (EPA adequacy issued 5/14/12). On-road fugitive dust controls includes paving, winter traction sand; contingency measures include sweeping.

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

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

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

MCTC and its member agencies consider both short and long-term PM10 and PM 2.5 emission reductions to be a priority. Congestion Mitigation and Air Quality (CMAQ) funding has been continuously utilized by MCTC to fund projects for implementation of measures 1, 2 and 3 above and is planned for future implementation as well, so long as the funding is available. MCTC will consider member agency project proposals for use of rubberized asphalt in accordance with adopted program policies, including cost-effectiveness policies. MCTC will continue to work with member jurisdictions and evaluate the ability to proceed with PM-10 projects as part of the FTIP and RTP.

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 boilerplate conformity document was distributed for interagency consultation on July 10, 2017. Comments received have been addressed and incorporated into this version of the analysis.

The conformity analysis for the 2017 FTIP Amendment #8 and the 2014 RTP Amendment #2 was developed in consultation with The MCTC local partner agencies, including member jurisdictions, Caltrans, and local transit agencies.

The conformity analysis for the 2017 FTIP and 2014 RTP was developed in consultation with MCTC local partner agencies, including member jurisdictions, Caltrans, and local transit agencies. During the development of the plans, MCTC vetted draft elements to the Technical Advisory Committee for review. The Roundtable group is comprised of member jurisdictions, tribal nations, Caltrans, local transit agencies and members of the public at large.

The draft 2017 FTIP Amendment #8 and the 2014 RTP Amendment #2 and the corresponding Conformity Analysis were released on October 11, 2017 for a 30-day public comment period, followed by Board adoption on November 22, 2017. Federal approval is anticipated on or before January 22, 2018.

B. PUBLIC CONSULTATION

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

All MPOs in the San Joaquin Valley have standard public involvement procedures. The MCTC has an adopted consultation process and policy for conformity analysis which includes a 30-day public notice and comment period followed by a public hearing. A public meeting is also conducted prior to adoption and all public comments are responded to in writing. The Appendices contain corresponding documentation supporting the public involvement procedures.

CHAPTER 6: TIP AND RTP CONFORMITY

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

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

This chapter presents the results of the conformity tests, satisfying the remaining requirement of the transportation conformity regulation. Separate tests were conducted for ozone, PM-10 and PM2.5 (1997 and 2012 PM2.5 standards, and 2006 24-hour PM2.5 standards). The applicable conformity tests were reviewed in Chapter 1. For each test, the required emissions estimates were developed using the transportation and emission modeling approaches required under the transportation conformity regulation and summarized in Chapters 2 and 3. The results are summarized below, followed by a more detailed discussion of the findings for each pollutant. Table 6-1 presents results for CO, ozone (ROG/NO_x), PM-10 (PM-10/NO_x), and PM2.5 (PM2.5/NO_x) respectively, in tons per day for each of the horizon years tested.

Ozone:

For 8-hour ozone, the applicable conformity test is the emissions budget test, using the 2016 Ozone Plan budgets established for ROG and NO_x for an average summer (ozone) season day. EPA found 2016 Ozone Plan conformity budgets adequate on June 29, 2017 (effective July 14, 2017). The modeling results for all analysis years indicate that the on-road vehicle ROG and NO_x 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 NO_x. This Plan revisions including conformity budgets was approved by EPA on July 8, 2016 (effective September 30, 2016). The modeling

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results for all analysis years indicate that the PM-10 emissions predicted for the “Build” scenarios are less than the emissions budget for 2020. The TIP/RTP therefore satisfy the conformity emissions tests for PM-10.

1997 PM2.5 Standards:

Since EPA did not take action on the 2015 PM2.5 Plan, the 2008 PM2.5 Plan budgets will continue to be used in this conformity analysis. For 1997 PM2.5 Standards, the applicable conformity test is the emission budget test, using budgets established in the 2008 PM2.5 Plan. EPA approved the 2008 PM2.5 Plan (as revised in 2011) November 9, 2011 (effective January 9, 2012). The modeling results for all analysis years indicate that the on-road vehicle PM2.5 and NOx emissions predicted for the “Build” scenarios are less than the emissions budget. The TIP/RTP therefore satisfy the conformity emissions test for PM2.5 and nitrogen oxides.

2006 PM2.5 Standard:

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. On May 18, 2016 EPA published proposed approval of the revised 2012 Plan PM2.5 budgets. Then on August 16, 2016 EPA approved 2012 PM2.5 Plan (effective September 30, 2016). For the 2006 PM2.5 standard, the applicable conformity test is the emission budget test, using adequate budgets established in the 2012 PM2.5 Plan (as revised in 2015). The modeling results for all analysis years indicate that the on-road vehicle PM2.5 and NOx emissions predicted for the “Build” scenarios are less than the emissions budget. The TIP/RTP therefore satisfy the conformity emissions test for PM2.5 and nitrogen oxides.

2012 PM2.5 Standard:

In accordance with Section 93.109(i)(3), areas designated nonattainment for the 2012 PM2.5 standards are required to use existing adequate or approved SIP motor vehicle emissions budgets for a prior annual PM2.5 standard until budgets for the 2012 PM2.5 standards are either found adequate or approved. For the 2012 PM2.5 standards, the applicable conformity test is the emissions budget test, using the 2008 PM2.5 Plan (1997 standard) budgets. EPA approved the 2008 PM2.5 Plan (as revised in 2011) November 9, 2011, effective January 9, 2012. The modeling results for all analysis years indicate that the on-road vehicle PM2.5 and NOx emissions predicted for the “Build” scenarios are less than the emissions budget. The TIP/RTP therefore satisfy the conformity emissions test for PM2.5 and nitrogen oxides.

As all requirements of the Transportation Conformity regulation have been satisfied, a finding of conformity for the Conformity Analysis for the 2017 FTIP Amendment #8 and the 2014 RTP Amendment #2 is supported.

**Table 6-1:
Conformity Results Summary**

Conformity Analysis for 2017 FTIP Amendment #8 and
2014 RTP Amendment #2

Draft 2014 RTP Amendment #2 Conformity Results Summary -- MADERA					
		ROG (tons/day)	NOx (tons/day)		
Ozone	2018 Budget	1.9	5.1		
	2018	1.8	5.1	YES	YES
	2021 Budget	1.5	4.1		
	2021	1.4	4.0	YES	YES
	2024 Budget	1.2	2.6		
	2024	1.1	2.3	YES	YES
	2027 Budget	1.1	2.3		
	2027	1.0	2.0	YES	YES
	2030 Budget	0.9	2.0		
	2030	0.8	1.8	YES	YES
	2031 Budget	0.9	2.0		
	2031	0.8	1.7	YES	YES
	2035	0.7	1.6	YES	YES
	2040	0.6	1.6	YES	YES
PM-10	2020 Budget	2.5	4.7		
	2020	1.6	4.2	YES	YES
	2020 Budget	2.5	4.7		
	2027	1.7	2.1	YES	YES
	2020 Budget	2.5	4.7		
	2035	2.0	1.7	YES	YES
	2020 Budget	2.5	4.7		
	2040	1.7	1.6	YES	YES

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		PM2.5 (tons/day)		NOx (tons/day)		PM2.5	NOx	
1997 24-Hour and 1997 & 2012 Annual PM2.5 Standards	2014 Budget	0.3	8.1					
	2021	0.2	3.8	YES	YES			
	2014 Budget	0.3	8.1					
	2027	0.1	2.1	YES	YES			
	2014 Budget	0.3	8.1					
	2035	0.1	1.7	YES	YES			
	2014 Budget	0.3	8.1					
	2040	0.1	1.6	YES	YES			
2006 PM2.5 Winter 24-Hour Standard	2017 Budget	0.2	6.0					
	2017	0.2	5.5	YES	YES			
	2017 Budget	0.2	6.0					
	2019	0.2	4.7	YES	YES			
	2017 Budget	0.2	6.0					
	2027	0.1	2.1	YES	YES			
	2017 Budget	0.2	6.0					
	2035	0.1	1.7	YES	YES			
	2017 Budget	0.2	6.0					
	2040	0.1	1.6	YES	YES			

PM-10	Total On-Road Exhaust		Paved Road Dust		Unpaved Road Dust		Road Construction Dust		Total	
	PM-10	Nox	PM-10	Nox	PM-10	Nox	PM-10	Nox	PM-10	Nox
2020	0.340	4.180	0.657		0.511		0.084		1.6	4.2
2027	0.338	2.055	0.779		0.511		0.079		1.7	2.1
2035	0.350	1.650	0.795		0.511		0.321		2.0	1.7
2040	0.360	1.565	0.831		0.511		0.003		1.7	1.6

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Madera County Transportation Commission

*Conformity Analysis for 2017 FTIP Amendment #8 and
2014 RTP Amendment #2*

APPENDIX A

CONFORMITY CHECKLIST

CONFORMITY ANALYSIS DOCUMENTATION

FHWA Checklist for MPO TIPs/RTPs

June 27, 2005

****NOTE TO MPO STAFF:** FHWA has requested that specific page numbers be included in the checklist; please include after you have inserted all the highlighted items for the Draft document.

40 CFR	Criteria	Page	Comments
§93.102	Document the applicable pollutants and precursors for which EPA designates the area as nonattainment or maintenance. Describe the nonattainment or maintenance area and its boundaries.	Ch. 1 p. 9	
§93.104 (b, c)	Document the date that the MPO officially adopted, accepted or approved the TIP/RTP and made a conformity determination. Include a copy of the MPO resolution. Include the date of the last prior conformity finding.	E.S. p. 1	
§93.104 (e)	If the conformity determination is being made to meet the timelines included in this section, document when the new motor vehicle emissions budget was approved or found adequate.	N/A	
§93.106 (a)(2)ii	Describe the regionally significant additions or modifications to the existing transportation network that are expected to be open to traffic in each analysis year. Document that the design concept and scope of projects allows adequate model representation to determine intersections with regionally significant facilities, route options, travel times, transit ridership and land use.	Ch. 2, p. 27 App. B	
§93.108	Document that the TIP/RTP is financially constrained (23 CFR 450).	E.S. p. 1	
§93.109 (a, b)	Document that the TIP/RTP complies with any applicable conformity requirements of air quality implementation plans (SIPs) and court orders.	Ch. 1, 2, 3, 4, 5, 6 9-15, 23-30, 33-36, 39,41	
§93.109 (c-k)	Provide either a table or text description that details, for each pollutant and precursor, whether the "Exempt Project" emissions tests and/or the budget test apply for conformity. Indicate which emissions budgets have been found adequate by EPA, and which budgets are currently applicable for what analysis years.	Ch. 1 10-15	
§93.110 (a, b)	Document the use of latest planning assumptions (source and year) at the "time the conformity analysis begins," including current and future population, employment, travel and congestion. Document the use of the most recent available vehicle registration data. Document the date upon which the conformity analysis was begun.	Ch. 2, p. 10- 27	

Conformity Analysis for 2017 FTIP Amendment #8 and
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40 CFR	Criteria	Page	Comments
USDOT/EP A guidance	Document the use of planning assumptions less than five years old. If unable, include written justification for the use of older data. (1/18/02)	Ch. 2 18	
§93.110 (c,d,e,f)	Document any changes in transit operating policies and assumed ridership levels since the previous conformity determination. Document the use of the latest transit fares and road and bridge tolls. Document the use of the latest information on the effectiveness of TCMs and other SIP measures that have been implemented. Document the key assumptions and show that they were agreed to through Interagency and public consultation.	Ch. 2, p. 25- 26	
§93.111	Document the use of the latest emissions model approved by EPA.	Ch. 3 p. 30	
§93.112	Document fulfillment of the interagency and public consultation requirements outlined in a specific implementation plan according to §51.390 or, if a SIP revision has not been completed, according to §93.105 and 23 CFR 450. Include documentation of consultation on conformity tests and methodologies as well as responses to written comments.	Ch. 5 42-43	
§93.113	Document timely implementation of all TCMs in approved SIPs. Document that implementation is consistent with schedules in the applicable SIP and document whether anything interferes with timely implementation. Document any delayed TCMs in the applicable SIP and describe the measures being taken to overcome obstacles to implementation.	Ch. 4, App. D 38-39	
§93.114	Document that the conformity analyses performed for the TIP is consistent with the analysis performed for the Plan, in accordance with 23 CFR 450.324(f)(2).	Analysis addresses both documents	
§93.118 (a, c, e) ⁱ	For areas with SIP budgets: Document that emissions from the transportation network for each applicable pollutant and precursor, including projects in any associated donut area that are in the Statewide TIP and regionally significant non-Federal projects, are consistent with any adequate or approved motor vehicle emissions budget for all pollutants and precursors in applicable SIPs.	Ch. 6 46-47	
§93.118 (b)	Document for which years consistency with motor vehicle emissions budgets must be shown.	Ch. 1 16	
§93.118 (d)	Document the use of the appropriate analysis years in the regional emissions analysis for areas with SIP budgets, and the analysis results for these years. Document any interpolation performed to meet tests for years in which specific analysis is not required.	Ch. 6 46-47	
§93.119 ¹	For areas without applicable SIP budgets: Document that emissions from the transportation network for each applicable pollutant and precursor, including projects in any associated donut area that are in the Statewide TIP and regionally significant non-Federal projects, are consistent with the requirements of the “Action/Baseline”, “Action/1990” and/or “Action/2002” “Exempt Project” emissions tests as	NA	

Conformity Analysis for 2017 FTIP Amendment #8 and
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40 CFR	Criteria	Page	Comments
	applicable.		
§93.119 (g)	Document the use of the appropriate analysis years in the regional emissions analysis for areas without applicable SIP budgets.	NA	
§93.119 (h,i)	Document how the baseline and action scenarios are defined for each analysis year.	Ch. 3 p.30	
§93.122 (a)(1)	Document that all regionally significant federal and non-Federal projects in the nonattainment/maintenance area are explicitly modeled in the regional emissions analysis. For each project, identify by which analysis it will be open to traffic. Document that VMT for non-regionally significant Federal projects is accounted for in the regional emissions analysis	Ch. 2 p.26, App B	
§93.122 (a)(2, 3)	Document that only emission reduction credits from TCMs on schedule have been included, or that partial credit has been taken for partially implemented TCMs. Document that the regional emissions analysis only includes emissions credit for projects, programs, or activities that require regulatory action if: the regulatory action has been adopted; the project, program, activity or a written commitment is included in the SIP; EPA has approved an opt-in to the program, EPA has promulgated the program, or the Clean Air Act requires the program (indicate applicable date). Discuss the implementation status of these programs and the associated emissions credit for each analysis year.	Ch. 4 p. 36	
§93.122 (a)(4,5,6)	For nonregulatory measures that are not included in the STIP, include written commitments from appropriate agencies. Document that assumptions for measures outside the transportation system (e.g. fuels measures) are the same for baseline and action scenarios. Document that factors such as ambient temperature are consistent with those used in the SIP unless modified through interagency consultation.	N/A	
§93.122 (b)(1)(i) ⁱⁱ	Document that a network-based travel model is in use that is validated against observed counts for a base year no more than 10 years before the date of the conformity determination. Document that the model results have been analyzed for reasonableness and compared to historical trends and explain any significant differences between past trends and forecasts (for per capita vehicle-trips, VMT, trip lengths mode shares, time of day, etc.).	Ch. 2 22	
§93.122 (b)(1)(ii) ²	Document the land use, population, employment, and other network-based travel model assumptions.	Ch. 2 22	
§93.122 (b)(1)(iii) ²	Document how land use development scenarios are consistent with future transportation system alternatives, and the reasonable distribution of employment and residences for each alternative.	Ch. 2 22	
§93.122 (b)(1)(iv) ²	Document use of capacity sensitive assignment methodology and emissions estimates based on a methodology that differentiates between peak and off-peak volumes and speeds, and bases speeds on final assigned volumes.	Ch. 2 23	

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40 CFR	Criteria	Page	Comments
§93.122 (b)(1)(v) ²	Document the use of zone-to-zone travel impedances to distribute trips in reasonable agreement with the travel times estimated from final assigned traffic volumes. Where transit is a significant factor, document that zone-to-zone travel impedances used to distribute trips are used to model mode split.	Ch. 2 23	
§93.122 (b)(1)(vi) ²	Document how travel models are reasonably sensitive to changes in time, cost, and other factors affecting travel choices.	Ch. 2 22	
§93.122 (b)(2) ²	Document that reasonable methods were used to estimate traffic speeds and delays in a manner sensitive to the estimated volume of travel on each roadway segment represented in the travel model.	Ch. 2 22	
§93.122 (b)(3) ²	Document the use of HPMS, or a locally developed count-based program or procedures that have been chosen through the consultation process, to reconcile and calibrate the network-based travel model estimates of VMT.	Ch. 2 22	
§93.122 (d)	In areas not subject to §93.122(b), document the continued use of modeling techniques or the use of appropriate alternative techniques to estimate vehicle miles traveled	Ch. 2 22	
§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 28-29	
§93.122 (g)	If appropriate, document that the conformity determination relies on a previous regional emissions analysis and is consistent with that analysis.	N/A	
§93.126, §93.127, §93.128	Document all projects in the TIP/RTP that are exempt from conformity requirements or exempt from the regional emissions analysis. Indicate the reason for the exemption (Table 2, Table 3, traffic signal synchronization) and that the interagency consultation process found these projects to have no potentially adverse emissions impacts.	Ch. 2, p. 26 App B	

ⁱ Note that some areas are required to complete both “Exempt Project” emissions tests.

ⁱⁱ 40 CFR 93.122(b) refers only to serious, severe and extreme ozone areas and serious CO areas above 200,000 population

Disclaimers

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

APPENDIX B

TRANSPORTATION PROJECT LISTING

Conformity Analysis for 2017 FTIP Amendment #8 and
2014 RTP Amendment #2

CTIPs Exempt Codes
1.01 Railroad/highway crossing.
1.03 Safer non-Federal-aid system roads.
1.04 Shoulder Improvements.
1.05 Increasing Sight Distance.
1.06 Safety Improvement Program.
1.07 Traffic control devices and operating assistance other than signalization projects.
1.08 Railroad/highway crossing warning devices.
1.09 Guardrails, median barriers, crash cushions.
1.10 Pavement resurfacing and/or rehabilitation.
1.11 Pavement marking demonstration.
1.12 Emergency Relief (23 U.S.C. 125).
1.13 Fencing.
1.14 Skid treatments.
1.15 Safety roadside rest areas.
1.16 Adding medians.
1.17 Truck climbing lanes outside the urbanized area.
1.18 Lighting improvements.
1.19 Widening narrow pavements or reconstructing bridges (no additional travel lanes).
1.20 Emergency truck pullovers.
2.01 Operating assistance to transit agencies.
2.02 Purchase of support vehicles.
2.03 Rehabilitation of transit vehicles.
2.04 Purchase of office, shop, and operating equipment for existing facilities.
2.05 Purchase of operating equipment for vehicles (e.g. radios, fareboxes, lifts, etc.).
2.06 Construction or renovation of power, signal, and communications systems.
2.07 Construction of small passenger shelters and information kiosks.
2.08 Reconstruction or renovation of transit buildings and structures.
2.09 Rehabilitation or reconstruction of track structures, track, and trackbed in existing right of way.
2.10 Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet.
2.11 Construction of new bus or rail storage/maintenance facilities categorically excluded in 23 CFR 771.
3.01 Continuation of ride-sharing and van-pooling promotion activities at current levels
3.02 Bicycle and pedestrian facilities.
4.01 Non Construction related activities.
4.05 Engineering studies
4.06 Noise attenuation.
4.07 Advance land acquisitions
4.08 Acquisition of scenic easements.
4.09 Plantings, landscaping, etc.
4.10 Sign removal.
4.11 Directional and informational signs.
4.12 Transportation enhancement activities
4.13 Repair of damage caused by natural disasters, civil unrest, or terrorist acts, except projects involving substantial functional, locational or capacity
5.01 Intersection channelization projects.
5.02 Intersection signalization projects at individual intersections.
5.03 Changes in vertical and horizontal alignment.
5.04 Interchange reconfiguration projects.
5.05 Truck size and weight inspection stations.
5.06 Bus terminals and transfer points.
5.07 Traffic signal synchronization projects.

Conformity Analysis for 2017 FTIP Amendment #8 and
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Exempt Project Listing

Jurisdiction/Agency	TIP/RTP Project ID	CTIPs Project ID	Description			Estimated Cost	Exemption Code (per CTIPs - next)
TCM1 - Traffic Flow Improvements							
CHOWCITY	MAD302053	2210000289	Ave 24 1/2	UPRR to Road 15 1/2	Shoulder Paving	\$300,000	1.04
MADCO	MAD102056	2210000242	Road 30	Avenue 12 to 500 ft. north	Shoulder Paving, Curb and Gutter	\$72,000	1.04
MADCO	MAD102057	2210000243	Road 406	Road 400 to 2.5 miles east	Pave dirt roads	\$478,000	1.03
MADCO	MAD102060	2210000286	Road 23	Ave 8 1/2 to Ave 9 1/2	Shoulder Paving	\$187,000	1.04
MADCO	MAD102061	2210000288	Ave 9	Road 23 to Road 23 1/2	Shoulder Paving	\$99,000	1.04
MADCO	MAD102064	2210000311	Road 36 and Avenue 12 1/2	Road 36 and Avenue 12 1/2	Install Traffic Signal	\$263,000	5.02
MADCO	MAD102065	2210000312	Northbound Road 28	Intersection of Road 28 and Avenue 14 1/2	Left Turn Lane	\$564,000	1.07
MADCO	MAD102070	2210000345	North Fork	Road 274 and Road 225	Construct Roundabout	\$490,000	1.07
MADCO	MAD102073	2210000370	Road 36	Avenue 9 to Avenue 12	Shoulder Paving	\$563,000	1.04
MADCO	MAD102074	2210000371	Road 36	Avenue 12 1/2 to Avenue 15	Shoulder Paving	\$469,000	1.04
MADCO	MAD102075	2210000372	Road 36	Avenue 15 to Highway 145	Shoulder Paving	\$563,000	1.04
MADCO	MAD102076	2210000373	Road 209	SR 41 to 4.6 miles North	Shoulder Paving	\$863,000	1.04
MADCO	MAD102077	2210000374	Road 23	Avenue 14 to Avenue 15 1/2, 18 1/2 South 2,000 linear feet	Shoulder Paving	\$357,000	1.04
MADCO	MAD102079	2210000376	Road 12	Avenue 25 to City Limits (1 mile)	Shoulder Paving	\$188,000	1.04
MADCO	MAD202072	2210000284	Raymond Road	Raymond Road	Shoulder Paving, Curb and Gutter	\$304,000	1.04
MADCO	MAD202079	2210000333	Madera	Sports Complex	Shoulder Paving, Curb, Gutter	\$306,000	1.04
MADCO	MAD202080	2210000334	Madera	Various Locations	Alley Paving	\$185,000	1.10
MADCO	MAD202081	2210000335	Madera	Intersections of 4th Street, Lake Street, and Central Avenue	Intersection Improvements	\$450,000	1.07
MADCO	MAD202085	2210000339	Madera	Intersection of Howard and Westberry Boulevard	Install Traffic Signal	\$402,000	5.02
MADCO	MAD202088	2210000378	Madera	Various Locations (No. 2)	Alley Paving	\$815,000	1.10
MADCO	MAD202090	2210000380	Golden State Boulevard	Pecan to Madera Community Hospital Entrance	Shoulder Paving	\$125,000	1.04
MADCO	MAD202091	2210000381	Pecan Avenue	Pine to Golden State Boulevard	Shoulder Paving	\$665,000	1.04
MADCO	MAD202095	2210000385	Madera	Purchase and Install Adaptive Signal Control Technology	Traffic Signal Upgrades	\$135,000	5.07
TCM2 - Public Transit							
CHOWCITY	MAD313036	2210000295	CATX	Operating Assistance		\$1,810,000	2.01
MADCO	MAD113041	2210000298	MCC	Operating Assistance		\$2,807,000	2.01
MADCO	MAD213091	2210000302	DAR	Operating Assistance		\$4,312,000	2.01
MADCO	MAD213092	2210000303	MAX	Operating Assistance		\$4,912,000	2.01
MADCO	MAD213093	2210000304	Intermodal Center	Operating Assistance		\$376,000	2.01
MADCO	MAD213094	2210000321	MAX Preventative Maintenance	Operating Assistance		\$690,000	2.01
MADCO	MAD202092	2210000382	Expand MAX to Madera Community College	Operating Assistance		\$210,000	2.01
TCM3 - Bicycle/Pedestrian Program							
CHOWCITY	MAD302055	2210000331	Near Wilson School	Sidewalk Construction	Construct Pedestrian Facilities	\$471,000	3.02
MADCO	MAD102059	2210000249	Road 225	Creek Dr to Road 228	Construct Pedestrian Facilities	\$555,000	3.02
MADCO	MAD102080	2210000377	Road 30	Avenue 12 to 500 ft. North	Construct Pedestrian Facilities	\$107,000	3.02
MADCO	MAD202046	2210000160	Fresno River Trail	Gateway & UPRR	Construct Bike/Ped Undercrossing	\$534,000	3.02
MADCO	MAD202065	2210000247	Gateway, Central, 3rd, E Streets	Various Locations Bounded by Gateway, Central, 3rd, E St	Construct Pedestrian Facilities	\$315,000	3.02
MADCO	MAD202069	2210000284	Tulare St, Cleveland, Raymond Rd	Tulare, Cleveland, Raymond Road	Construct Bike/Ped Facilities	\$336,000	3.02
MADCO	MAD202074	2210000315	Cleveland Avenue	Cleveland Avenue to Fresno River on MID	Construct Bike/Ped Facilities	\$379,000	3.02
MADCO	MAD202078	2210000332	School	Sidewalk Construction around Schools and Commercial Areas	Construct Bike/Ped Facilities	\$266,000	3.02
MADCO	MAD202082	2210000336	Fresno River Trail	Schnoor North to MID, North Bank Phase I	Construct Class I Bike Path	\$455,000	3.02
MADCO	MAD202083	2210000337	Schnoor Avenue	Sidewalk Construction Between Sunset Avenue and Fresno River	Construct Pedestrian Facilities	\$150,000	3.02
MADCO	MAD202086	2210000340	Fresno River Trail	Between North-South Trail Behind Montecito Park and Granada Drive (Phase II)	Construct Bike/Ped Facilities	\$146,000	3.02
TCM5 - Alternative Fuels Program							
CHOWCITY	MAD302056	2210000368	Chowchilla	Purchase 1 CNG Street Sweeper	Fleet Conversion	\$313,000	4.12
MADCO	MAD202084	2210000338	Madera	Purchase 1 New CNG Transit Bus	Fleet Conversion	\$170,000	2.10
MADCO	MAD202087	2210000341	Madera	Purchase 1 New CNG Transit Bus	Fleet Conversion	\$139,000	2.10
MADCO	MAD213096	2210000328	Madera	Purchase 2 MAX Buses	Fleet Conversion	\$270,000	2.10
MADCO	MAD213097	2210000329	Madera	Purchase 1 DAR Bus	Fleet Conversion	\$135,000	2.10
MADCO	MAD213098	2210000348	Madera	Purchase 2 MAX Buses	Fleet Conversion	\$420,000	2.10
MADCO	MAD213100	2210000349	Madera	Purchase 1 DAR Bus	Fleet Conversion	\$149,000	2.10
MADCO	MAD213101	2210000350	Madera	Purchase 1 DAR Bus	Fleet Conversion	\$171,000	2.10
MADCO	MAD213102	2210000351	Madera	Purchase 1 MAX Bus	Fleet Conversion	\$220,000	2.10
MADCO	MAD213103	2210000352	Madera	Purchase 1 MAX Bus	Fleet Conversion	\$253,000	2.10

APPENDIX C

CONFORMITY ANALYSIS DOCUMENTATION

Conformity Analysis for 2017 FTIP Amendment #8 and
2014 RTP Amendment #2

EMFAC Emissions (tons/day)												
MADERA												
Pollutant	Source	Description	2018	2020	2021	2024	2027	2030	2031	2035	2040	
Ozone	EMFAC 2014 (Summer Run)	ROG Total Exhaust (All Vehicles Total)	1.80	1.36	1.04	0.91	0.78	0.74	0.64	0.55		
		Conformity Total	1.80	1.40	1.10	1.00	0.80	0.80	0.70	0.60		
		NOx Total Exhaust (All Vehicles Total)	5.03	3.99	2.25	1.97	1.74	1.68	1.59	1.51		
		Conformity Total	5.10	4.00	2.30	2.00	1.80	1.70	1.60	1.50		
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PM10	EMFAC 2014 (Annual Run)	PM10 Total (All Vehicles Total) * includes tire & brake wear		0.34			0.34					
		Conformity Total		0.34		0.34				0.35	0.36	
		NOx Total Exhaust (All Vehicles Total)		4.18		2.06			1.65	1.57		
		Conformity Total		4.18		2.06		1.65	1.57			
<i>Note: State control measures (Refresh, Idling, and Moyer) have been incorporated in EMFAC2014.</i>												
<hr/>												
PM2.5 Annual (1997 and 2012 standards)	EMFAC 2014 (Annual Run)	PM2.5 Total Exhaust (All Vehicles Total) * includes tire & brake wear		0.15			0.14					
		Conformity Total		0.20		0.10			0.10	0.10		
		NOx Total Exhaust (All Vehicles Total)		3.78		2.08			1.65	1.57		
		Conformity Total		3.80		2.10		1.70	1.60			
<i>Note: State control measures (Moyer, AB1488 and Smog Check) and District Rule 9310 (School Bus) have been incorporated in EMFAC2014.</i>												
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PM2.5 24-hour (2006 standard)	EMFAC 2014 (Winter Run)	PM2.5 Total Exhaust (All Vehicles Total) * includes tire & brake wear		0.17			0.14					
		Conformity Total		0.20		0.10			0.10	0.10		
		NOx Total Exhaust (All Vehicles Total)		4.67		2.11			1.69	1.60		
		Conformity Total		4.70		2.10		1.70	1.60			
<i>Note: State control measures (Moyer, AB1488 and Smog Check) and District Rule 9310 (School Bus) have been incorporated in EMFAC2014.</i>												

Conformity Analysis for 2017 FTIP Amendment #8 and
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Paved Road Dust Emissions (tons/day)										
MADERA 2020										
	VMT Daily	VMT (million/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)	District Rule 8061/ISR Control Rates	Control-Adjusted Emissions			
Enter Freeway VMT ==>	1,987,137	725	55.420	53.777	0.147	0.075	0.136			
Enter Arterial VMT ==>	2,663,453	972	123.608	119.944	0.329	0.282	0.236			
Enter Collector VMT ==>	373,337	136	17.326	16.813	0.046	0.407	0.027			
Enter Total of Urban and Rural Local VMT Here =>	90,886	24	99.923	96.960	0.266	0.090	0.242			
Totals	5,114,813	1,867	304.778	295.742	0.810		0.657			
MADERA 2025										
	VMT Daily	VMT (million/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)	District Rule 8061/ISR Control Rates	Control-Adjusted Emissions			
Enter Freeway VMT ==>	2,008,673	733	56.021	54.360	0.149	0.075	0.138			
Enter Arterial VMT ==>	2,750,166	1,004	127.633	123.849	0.339	0.282	0.244			
Enter Collector VMT ==>	391,105	143	18.151	17.613	0.048	0.407	0.029			
Enter Total of Urban and Rural Local VMT Here =>	130,581	35	143.564	139.308	0.382	0.090	0.347			
Totals	5,280,525	1,927	357.581	346.980	0.951		0.779			
MADERA 2035										
	VMT Daily	VMT (million/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)	District Rule 8061/ISR Control Rates	Control-Adjusted Emissions			
Enter Freeway VMT ==>	2,181,938	796	60.853	59.049	0.162	0.075	0.150			
Enter Arterial VMT ==>	3,026,334	1,105	140.449	136.285	0.373	0.282	0.268			
Enter Collector VMT ==>	445,377	163	20.670	20.057	0.055	0.407	0.033			
Enter Total of Urban and Rural Local VMT Here =>	121,754	32	133.860	129.891	0.356	0.090	0.324			
Totals	5,775,402	2,108	367.219	356.331	0.976		0.795			
MADERA 2040										
	VMT Daily	VMT (million/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)	District Rule 8061/ISR Control Rates	Control-Adjusted Emissions			
Enter Freeway VMT ==>	2,237,553	817	62.404	60.554	0.166	0.075	0.153			
Enter Arterial VMT ==>	3,156,455	1,152	146.488	142.145	0.389	0.282	0.280			
Enter Collector VMT ==>	473,767	173	21.987	21.335	0.058	0.407	0.035			
Enter Total of Urban and Rural Local VMT Here =>	128,377	34	141.141	136.957	0.375	0.090	0.341			
Totals	5,996,153	2,189	384.027	372.642	1.021		0.831			

Conformity Analysis for 2017 FTIP Amendment #8 and
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Road Construction Dust		MADERA											
		2020		2027		2035		2040		2020		2040	
Description		Year	Lane Miles	Year	Lane Miles	Year	Lane Miles	Year	Lane Miles	Year	Lane Miles	Year	Lane Miles
Baseline		2005	1599	2020	1683	2027	1720	2035	1892	2040	1892	2040	1892
Horizon		2020	1,683	2027	1,720	2035	1,892	2040	1,893	2040	1,893	2040	1,893
Difference		15	84	7	37	8	172	5	1				
Lane Miles per Year			6		5		22		0				
Acres Disturbed			22		21		83		1				
Acre-Months			392		369		1501		14				
Emissions (tons/year)			43.146		40.594		165.120		1.536				
Annual Average Day Emissions (tons)			0.118		0.111		0.452		0.004				
District Rule 8021 Control Rates			0.290		0.290		0.290		0.290				
Total Emissions (tons per day)			0.084		0.079		0.321		0.003				

Conformity Analysis for 2017 FTIP Amendment #8 and
2014 RTP Amendment #2

Unpaved Road Dust Emissions (tons/day)												
MADERA 2020												
City/County	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				
	87.0	10	317.6	317.550	279.891	0.767	0.333	0.511				
MADERA 2025												
City/County	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				
	87.0	10	317.6	317.550	279.891	0.767	0.333	0.511				
MADERA 2035												
City/County	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				
	87.0	10	317.6	317.550	279.891	0.767	0.333	0.511				
MADERA 2040												
City/County	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				
	87.0	10	317.6	317.550	279.891	0.767	0.333	0.511				

Conformity Analysis for 2017 FTIP Amendment #8 and
2014 RTP Amendment #2

Draft 2014 RTP Amendment #2 Conformity Results Summary -- MADERA

Draft 2014 RTP Amendment #2 Conformity Results Summary -- MADERA					
		ROG (tons/day)	NOx (tons/day)	ROG	NOx
Ozone	2018 Budget	1.9	5.1		
	2018	1.8	5.1	YES	YES
	2021 Budget	1.5	4.1		
	2021	1.4	4.0	YES	YES
	2024 Budget	1.2	2.6		
	2024	1.1	2.3	YES	YES
	2027 Budget	1.1	2.3		
	2027	1.0	2.0	YES	YES
	2030 Budget	0.9	2.0		
	2030	0.8	1.8	YES	YES
	2031 Budget	0.9	2.0		
	2031	0.8	1.7	YES	YES
	2035	0.7	1.6	YES	YES
	2040	0.6	1.6	YES	YES
PM-10	2020 Budget	2.5	4.7		
	2020	1.6	4.2	YES	YES
	2020 Budget	2.5	4.7		
	2027	1.7	2.1	YES	YES
	2020 Budget	2.5	4.7		
	2035	2.0	1.7	YES	YES
	2020 Budget	2.5	4.7		
	2040	1.7	1.6	YES	YES

Conformity Analysis for 2017 FTIP Amendment #8 and
2014 RTP Amendment #2

		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
	1997 24-Hour and 1997 & 2012 Annual PM2.5 Standards	2014 Budget	0.3	8.1	
2021		0.2	3.8	YES	YES
2014 Budget		0.3	8.1		
2027		0.1	2.1	YES	YES
2014 Budget		0.3	8.1		
2035		0.1	1.7	YES	YES
2014 Budget		0.3	8.1		
2040		0.1	1.6	YES	YES
		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
	2006 PM2.5 Winter 24-Hour Standard	2017 Budget	0.2	6.0	
2017		0.2	5.5	YES	YES
2017 Budget		0.2	6.0		
2019		0.2	4.7	YES	YES
2017 Budget		0.2	6.0		
2027		0.1	2.1	YES	YES
2017 Budget		0.2	6.0		
2035		0.1	1.7	YES	YES
2017 Budget		0.2	6.0		
2040		0.1	1.6	YES	YES

PM-10	Total On-Road Exhaust		Paved Road Dust		Unpaved Road Dust		Road Construction Dust		Total	
	PM-10	Nox	PM-10	Nox	PM-10	Nox	PM-10	Nox	PM-10	Nox
2020	0.340	4.180	0.657		0.511		0.084		1.6	4.2
2027	0.338	2.055	0.779		0.511		0.079		1.7	2.1
2035	0.350	1.650	0.795		0.511		0.321		2.0	1.7
2040	0.360	1.565	0.831		0.511		0.003		1.7	1.6

APPENDIX D

**TIMELY IMPLEMENTATION DOCUMENTATION FOR
TRANSPORTATION CONTROL MEASURES**

Conformity Analysis for 2017 FTIP Amendment #8 and
2014 RTP Amendment #2

RACM Commitment	Agency	Commitment Description	Commitment Schedule	Commitment Funding	TIP	TIP Project ID	Project Description	Implementation Status (as of 5/15)	2017 FTIP Conformity Analysis (as of 5/16)
MA 3.1	MCTC	Commuter Solutions		Funding is allocated through the annual budget process.			MCTC agrees to act as an information resource for employers within Madera County for the Commute Solutions Program. MCTC will promote the program by providing information to employees with fifty or greater employees on an annual basis.	MCTC continues to provide commuter solutions information through the Public Awareness Program.	MCTC continues to provide commuter solutions information through the Public Awareness Program.
MA 14.1 (MA 11.2, MA 11.6, MA 13.3, 13.4, TOMA.)	MCTC	Area wide Public Awareness Programs		Funding is allocated through the annual budget process and documented in MCTC's OVP. \$40,000 will be budgeted for the first year of implementation.			MCTC agrees to expand public outreach by implementation of this measure through a new work element entitled "Public Awareness Program." This program will be developed during the first year of implementation and will include the following activities: Development of public outreach tools (i.e., website, newsletter, etc.); Rollshare program to provide information to employees; Promotion of alternative modes of transportation (i.e., bicycle, pedestrian, transit, and rail); Encouraging telecommuting and the use of teleconferencing; Encouraging other emission reduction behavior modifications (i.e., voluntary limiting of idling, engine retrofits, and implementation of incentive programs). This measure is an implementation of the program through participation in the RideShare Program with COFGG.	The MCTC Public Awareness Program is an ongoing annual program.	The MCTC Public Awareness Program is an ongoing annual program.
MA 5.2	City of Madera	Cleveland Avenue	not specified	not specified	2002	MAD027004	In City of Madera, reconstruct & widen existing 2 lane street to provide raised median, bike lane, sidewalks, & install 2 traffic signals.		The City of Madera reviews its signal systems (4 or more continuous in accordance with the FTIP CMAQ programming cycle). Signal coordination is not warranted on Cleveland Ave. at this time. Project Completed November 2005.
		Gateway Drive: coordinate the signals	not specified	not specified	2002	MAD0202045	In Madera, Gateway Drive from 4th Street to Olive Avenue: signal coordination.		
MA 5.9	City of Madera	Bus Pullouts in Curbs for passenger Loading	31-Mar-02	Funding is allocated through the annual budget process and through the regular project programming cycle			Bus pullout project scheduled at intersection of W. Cleveland and N. School Avenues.	This project was not included in the TIP. The bus pullout project at the intersection of School was locally funded and completed in June 2002.	Complete
ADDITIONAL PROJECTS IDENTIFIED									
MA35	MCTC	Preferential Parking for Carpools and Vanpools		Funding is allocated through the annual budget process.			Encourage the establishment of preferential parking for carpools and vanpools annually	The Preferential Parking Outreach Program is not programmed in the TIP. The MCTC website has featured articles documenting the benefits of alternative commuting methods. MCTC continues to provide Preferential Parking, Vanpool, and Carpool information through the Public Awareness Program.	MCTC continues to provide Preferential Parking, Vanpool, and Carpool information through the Public Awareness Program.
MA39	MCTC	Encourage merchants and providers to reduce the cost of transit for employees		Funding is allocated through the annual budget process.			Provide outreach services annually	The Preferential Parking Outreach Program is not programmed in the TIP. The MCTC website has featured articles documenting the benefits of alternative commuting methods. MCTC continues to provide Preferential Parking, Vanpool, and Carpool information through the Public Awareness Program.	MCTC continues to provide Transit Subsidy information through the Public Awareness Program. In 2010 MCTC joined the California Vanpool Authority as a sponsor of the CalVans program.

Conformity Analysis for 2017 FTIP Amendment #8 and
2014 RTP Amendment #2

MA53	City of Chowchilla	Reduce Traffic Congestion at Major Intersections	Local	N/A	Installed traffic signal at intersection of Robertson Blvd/SR 233 and 11th Street.	Project Completed Summer 2007	Complete
MA93	City of Chowchilla	Bicycle/Pedestrian Program	Local	N/A	In Chowchilla, Class II Bike Lanes on Avenue 26 from Road 16 1/2 to Fig Tree Road	Project Completed September 2002	Complete
MA53	Madera County	Reduce Traffic Congestion at Major Intersections	Local	N/A	In Coarsegold, installed traffic signal at Chuchearni Casino	Project Completed in 2002	Complete
			Local	N/A	In Madera Ranchos, installed traffic signal at Road 36/Avenue 12	Project Completed in 2002.	Complete
			Local	N/A	In Oakhurst, installed traffic signal at Road 427/Road 426	Project Completed in 2002.	Complete
			Local	N/A	Installed traffic signal at Road 200/SR 41	Project Completed November 2007.	Complete
		SHOPP	Local	N/A	Installed traffic signals at SR 99/Ave 12	Project Completed in 2009.	Complete
		HSPP	Local	N/A	Installed traffic signal at SR 41/Yosemite Springs Parkway	Project Completed in May 2009	Complete
			Local	N/A	Installed traffic signal at Lanes Bridge Dr./Chidanes Blvd	Project Completed August 2009.	Complete
			Local	N/A	Installed traffic signal at SR 41/Road 415	Project Completed September 2009.	Complete
			Local	N/A	Installed traffic signal and light through lane at SR 41/Road 200	Project Completed in 2010	Complete
			Local	N/A	Installed traffic signal at Avenue 12 and Road 36	Project Completed in 2011	Complete
			Local	N/A	Installed Signal in Madera County at Avenue 12 overcrossing	Project Completed in 2010	Complete
			Local	N/A	Installed Signal in Madera County just west of Avenue 12 overcrossing	Project Completed in 2013	Complete
			Local	N/A	Installed Signal in Madera County at James Rd and Children's Blvd	Project Completed in 2012	Complete
MA93	Madera County	Bicycle/Pedestrian Program	Local	N/A	Class II bicycle lanes on Road 427	Project Completed July 2002	Complete
			Local	N/A	In Oakhurst, constructed sidewalks on SR41	Project Completed January 2003	Complete
			Local	N/A	Constructed sidewalks on Road 26 at Ave 17	Project Completed January 2004	Complete
			Local	N/A	Class II Bicycle Lanes on RD 26 from Madera city limits to Ave 17	Project Completed November 2005	Complete
			Local	N/A	Constructed sidewalks on Road 36 at Ave 12	Project Completed September 2006	Complete
			Local	N/A	Class II Bicycle Lanes on Road 36 North of Ave 12	Project Completed September 2006	Complete
			Local	N/A	Constructed Bicycle Lanes and Pedestrian Walkways at Desmond and Mahomet Schools in Madera county	Project Completed in 2011	Complete
			Local	N/A	In Oakhurst, constructed sidewalks on Road 426	Project Completed in 2013	Complete
			Local	N/A	Construct Pedestrian Path on Rd 225 from Creek Drive to Rd 228	Project Completed in 2015	Complete
			Local	N/A	Construct Bike Path on Ave 12 between Rd 37 and Rd 37.5	Project Completed in 2015	Complete
MA53	City of Madera	Reduce Traffic Congestion at Major Intersections	Local	N/A	In Madera, installed traffic signal at Olive/Gateway	Project Completed June 2002	Complete
			Local	N/A	In Madera, installed traffic signal at Olive/Stadium	Project Completed February 2004	Complete
			Local	N/A	In Madera, installed traffic signal at School/Fogflow	Project Completed June 2004.	Complete
			Local	N/A	In Madera, installed traffic signal at School/Sunset	Project Completed June 2004.	Complete
			Local	N/A	In Madera, traffic signal modifications at Stadium Rd/Pecan Ave.	Project Completed September 2008	Complete
			Local	N/A	In Madera, installed traffic signal at Raymond Rd/Cleveland Ave.	Project Completed 2012	Complete
			Local	N/A	In Madera, installed double left turn lanes at Cleveland and School	Project Completed 2013	Complete
			Local	N/A	Class II Bike Path - Fresno River Trail - School to Granada	Project completed in 2012	Complete
			Local	N/A	Class II Bike Path - Fresno River Trail - Granada to Westberry	Project completed in 2005	Complete
			Local	N/A	Class II Blue Lane - Cleveland Ave from Sharon to Raymond	Project completed in 2005	Complete
			Local	N/A	Class II Blue Lane - Stadium Road to Pecan	Project completed in 2005	Complete
			Local	N/A	Fresno River Trail School to Mid North Bank (Phase II, Bike Path)	Project completed 2015	Complete
			Local	N/A	Fresno River Trail North South Trail behind Monticito to Granada	Project completed 2015	Complete
			Local	N/A	Fresno River Trail Undercrossing at D & Lake Street	Project completed 2008	Complete
			Local	N/A	Fresno River Trail Bike and Pedestrian Trail Class 1 at Laurel St to Sun	Project completed 2015	Complete
			Local	N/A	Fresno River Trail Bike and Pedestrian Trail Class 1 at Laurel St to Sun	Project completed in 2010	Complete
			Local	N/A	Fresno River Trail Bike and Pedestrian Trail Class 1 Bike and Undercrossing	Project completed in 2015	Complete
			Local	N/A	School Bridge Fresno River Trail	Project completed in 2015	Complete
			Local	N/A	Install Pedestrian Facilities on Monterey Ave from 3rd St to 15 St	Project completed in 2015	Complete

APPENDIX E

PUBLIC MEETING PROCESS DOCUMENTATION

NOTICE OF PUBLIC HEARING ON THE DRAFT 2017 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT 8, THE DRAFT 2014 REGIONAL TRANSPORTATION PLAN AMENDMENT 2, AND CORRESPONDING DRAFT 2017 CONFORMITY ANALYSIS

NOTICE IS HEREBY GIVEN that the Madera County Transportation Commission (MCTC) will hold a public hearing on October 18, 2017 at 3:00 p.m. at the MCTC Board Room at 2001 Howard Road, Suite 201, Madera, CA 93637 regarding the Draft 2017 Federal Transportation Improvement Program Amendment 8 (2017 FTIP Amendment 8), the Draft 2014 Regional Transportation Plan Amendment 2 (2014 RTP Amendment 2), and the corresponding Draft 2017 Conformity Analysis. The purpose of this public hearing is to receive public comments on these documents.

- The 2017 FTIP is a near-term listing of capital improvement and operational expenditures utilizing federal and state monies for transportation projects in Madera County during the next four years. Amendment 8 adds two new projects.
- The 2014 RTP is a long-term strategy to meet Madera County transportation needs out to the year 2040. Amendment 2 adds two new projects and amends the scope and schedule of two existing projects.
- The 2017 Conformity Analysis contains the documentation to support a finding that the 2017 FTIP Amendment 8 and 2014 RTP Amendment 2 meet the air quality conformity requirements for ozone and particulate matter.

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

A 30-day public review and comment period will commence on October 11, 2017 and conclude on November 10, 2017. The draft documents are available for review at the MCTC office, located at 2001 Howard Road, Suite 201, Madera, CA 93637 and on the MCTC website at www.maderactc.org.

Public comments are welcomed at the hearing, or may be submitted in writing by November 10 at 3:00 p.m. to Jeff Findley and Dylan Stone at the address below.

After considering the comments, the documents will be considered for adoption, by resolution, by the MCTC at a regularly scheduled meeting to be held on November 22, 2017. The documents will then be submitted to state and federal agencies for approval.

Contact Persons: Dylan Stone, Regional Planning Supervisor (RTP/Conformity)
Jeff Findley, Senior Regional Planner (FTIP)
Madera County Transportation Commission
2001 Howard Road, Suite 201
Madera, CA 93637
(559) 675-0721
dylan@maderactc.org
jeff@maderactc.org

**ADERA COUNTY TRANSPORTATION COMMISSION
COUNTY OF MADERA, STATE OF CALIFORNIA
RESOLUTION NO. 17- XX**

In the Matter of: **RESOLUTION ADOPTING THE
MADERA COUNTY
TRANSPORTATION COMMISSION
2017 FTIP AMENDMENT 8 AND 2014
RTP AMENDMENT 2, AND
THE CORRESPONDING
2017 CONFORMITY ANALYSIS**

WHEREAS, the Madera County Transportation Commission (MCTC) is a Regional Transportation Planning Agency and a Metropolitan Planning Organization, pursuant to State and Federal designation; and

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

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

WHEREAS, a 2014 Regional Transportation Plan Amendment 2 has been prepared in full compliance with federal guidance; and

WHEREAS, a 2014 Regional Transportation Plan Amendment 2 has been prepared in accordance with state guidelines adopted by the California Transportation Commission; and

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

WHEREAS, the 2017 Federal Transportation Improvement Program Amendment 8 (2017 FTIP Amendment 8) has been prepared to comply with Federal and State requirements for local projects and through a cooperative process between the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the State Department of Transportation (Caltrans), principal elected officials of general purpose local governments and their staffs, and public owner operators of mass transportation services acting through the MCTC forum and general public involvement; and

WHEREAS, the 2017 FTIP Amendment 8 program listing is consistent with: 1) the 2014 Regional Transportation Plan Amendment 2; 2) the 2017 State Transportation Improvement Program; and 3) the 2017 Conformity Analysis for 2017 FTIP Amendment 8 and 2014 RTP Amendment 2; and

WHEREAS, the 2017 FTIP contains the MPO's certification of the transportation planning process assuring that all federal requirements have been fulfilled; and

WHEREAS, the 2017 FTIP Amendment 8 and 2014 RTP Amendment 2 meets all applicable transportation planning requirements per 23 CFR Part 450.

WHEREAS, projects submitted in the 2017 FTIP Amendment 8 and 2014 RTP Amendment 2 must be financially constrained and the financial plan affirms that funding is available; and

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

WHEREAS, the 2017 Conformity Analysis for the 2017 FTIP Amendment 8 and 2014 RTP Amendment 2 supports a finding that the 2017 FTIP Amendment 8 and 2014 RTP Amendment 2 meet the air quality conformity requirements for ozone and particulate matter; and

WHEREAS, the 2017 FTIP Amendment 8 and 2014 RTP Amendment 2 do not interfere with the timely implementation of the Transportation Control Measures; and

WHEREAS, the and 2017 FTIP Amendment 8 and 2014 RTP Amendment 2 conforms to the applicable SIPs; and

WHEREAS, the documents have been widely circulated and reviewed by MCTC advisory committees representing the technical and management staffs of the member agencies; representatives of other governmental agencies, including State and

Madera County Transportation Commission

*Conformity Analysis for 2017 FTIP Amendment #8 and
2014 RTP Amendment #2*

Federal; representatives of special interest groups; representatives of the private business sector; and residents of Madera County consistent with public participation process adopted by MCTC; and

WHEREAS, a public hearing was conducted on October 18, 2017 to hear and consider comments on the 2017 FTIP Amendment 8, 2014 RTP Amendment 2, and corresponding 2017 Conformity Analysis;

NOW, THEREFORE, BE IT RESOLVED, that MCTC adopts the 2017 FTIP Amendment 8, 2014 RTP Amendment 2, and corresponding 2017 Conformity Analysis.

BE IT FURTHER RESOLVED that the MCTC finds that the 2017 FTIP Amendment 8 and 2014 RTP Amendment 2 are in conformity with the requirements of the Federal Clean Air Act Amendments and applicable State Implementation Plans for air quality.

THE FOREGOING RESOLUTION was passed and adopted by MCTC this 22nd day of November 2017 by the following vote:

Commissioner Medellin voted: _____
Commissioner Wheeler voted: _____
Commissioner Frazier voted: _____
Commissioner Ahmed voted: _____
Commissioner Rodriguez voted: _____
Commissioner Oliver voted: _____

Chairman, Madera County Transportation Commission

ATTEST:

I hereby certify that the foregoing is a true copy of a resolution of the MCTC duly adopted at a regular meeting thereof held on the 22nd day of November, 2017.

Signed:

Executive Director, Madera County Transportation Commission

APPENDIX F
RESPONSE TO PUBLIC COMMENTS

ATTACHMENT 5

DRAFT PUBLIC NOTICE AND ADOPTION RESOLUTION

Received

OCT 13 2017

Proof of Publication

(2015.5 C.C.P.)

Madera CTC

NOTICE OF PUBLIC HEARING

MADERA CO TRANSPORTATION COMMISSION

CONFORMITY ANALYSIS

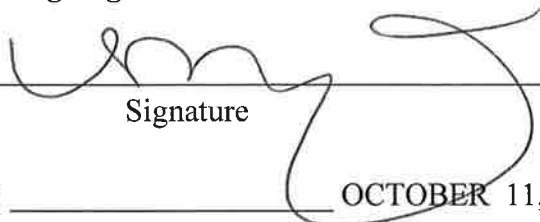
STATE OF CALIFORNIA)
) ss.

County of Madera)

I am a citizen of the United States and a resident of the County aforesaid; I am over the age of eighteen years, and not a party to or interested in the above entitled matter. I am the principal clerk of the printer of the Madera Tribune, a newspaper of general circulation, published in the City of Madera, County of Madera, and which newspaper has been adjudged a newspaper of General circulation by the Superior Court of the County of Madera, State of California, under the date of November 9, 1966, Case Number 4875 that the notice, of which the annexed is a printed copy, has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to wit:

OCTOBER 11, 2017

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



Signature

Date: _____ OCTOBER 11, 2017 _____

NOTICE OF PUBLIC HEARING ON THE DRAFT 2017 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT 8, THE DRAFT 2014 REGIONAL TRANSPORTATION PLAN AMENDMENT 2, AND CORRESPONDING DRAFT 2017 CONFORMITY ANALYSIS

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The 2017 FTIP is a near-term listing of capital improvement and operational expenditures utilizing federal and state monies for transportation projects in Madera County during the next four years. Amendment 8 adds two new projects.

The 2014 RTP is a long-term strategy to meet Madera County transportation needs out to the year 2040. Amendment 2 adds two new projects and amends the scope and schedule of two existing projects.

The 2017 Conformity Analysis contains the documentation to support a finding that the 2017 FTIP Amendment 8 and 2014 RTP Amendment 2 meet the air quality conformity requirements for ozone and particulate matter.

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

A 30-day public review and comment period will commence on October 11, 2017 and conclude on November 10, 2017. The draft documents are available for review at the MCTC office, located at 2001 Howard Road, Suite 201, Madera, CA 93637 and on the MCTC website at www.maderactc.org.

Public comments are welcomed at the hearing, or may be submitted in writing by November 10 at 3:00 p.m. to Jeff Findley and Dylan Stone at the address below.

After considering the comments, the documents will be considered for adoption, by resolution, by the MCTC at a regularly scheduled meeting to be held on November 22, 2017. The documents will then be submitted to state and federal agencies for approval.

Contact Persons: Dylan Stone, Regional Planning Supervisor (RTP/Conformity)
Jeff Findley, Senior Regional Planner (FTIP)
Madera County Transportation Commission
2001 Howard Road, Suite 201
Madera, CA 93637
(559) 675-0721
dylan@maderactc.org
jeff@maderactc.org
No. 1068 - October 11, 2017

BEFORE
THE COMMISSIONERS OF THE MADERA COUNTY TRANSPORTATION COMMISSION
COUNTY OF MADERA, STATE OF CALIFORNIA
RESOLUTION NO. 17- 11

In the Matter of:

**RESOLUTION ADOPTING THE
MADERA COUNTY
TRANSPORTATION COMMISSION
2017 FTIP AMENDMENT 8 AND 2014
RTP AMENDMENT 2, AND
THE CORRESPONDING
2017 CONFORMITY ANALYSIS**

WHEREAS, the Madera County Transportation Commission (MCTC) is a Regional Transportation Planning Agency and a Metropolitan Planning Organization, pursuant to State and Federal designation; and

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

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

WHEREAS, a 2014 Regional Transportation Plan Amendment 2 has been prepared in full compliance with federal guidance; and

WHEREAS, a 2014 Regional Transportation Plan Amendment 2 has been prepared in accordance with state guidelines adopted by the California Transportation Commission; and

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

WHEREAS, the 2017 Federal Transportation Improvement Program Amendment 8 (2017 FTIP Amendment 8) has been prepared to comply with Federal and State requirements for local projects and through a cooperative process between the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the State Department of Transportation (Caltrans), principal elected officials of general purpose local governments and their staffs, and public owner operators of mass transportation services acting through the MCTC forum and general public involvement; and

WHEREAS, the 2017 FTIP Amendment 8 program listing is consistent with: 1) the 2014 Regional Transportation Plan Amendment 2; 2) the 2017 State Transportation Improvement Program; and 3) the 2017 Conformity Analysis for 2017 FTIP Amendment 8 and 2014 RTP Amendment 2; and

WHEREAS, the 2017 FTIP contains the MPO's certification of the transportation planning process assuring that all federal requirements have been fulfilled; and

WHEREAS, the 2017 FTIP Amendment 8 and 2014 RTP Amendment 2 meets all applicable transportation planning requirements per 23 CFR Part 450.

WHEREAS, projects submitted in the 2017 FTIP Amendment 8 and 2014 RTP Amendment 2 must be financially constrained and the financial plan affirms that funding is available; and

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

WHEREAS, the 2017 Conformity Analysis for the 2017 FTIP Amendment 8 and 2014 RTP Amendment 2 supports a finding that the 2017 FTIP Amendment 8 and 2014 RTP Amendment 2 meet the air quality conformity requirements for ozone and particulate matter; and

WHEREAS, the 2017 FTIP Amendment 8 and 2014 RTP Amendment 2 do not interfere with the timely implementation of the Transportation Control Measures; and

and WHEREAS, the and 2017 FTIP Amendment 8 and 2014 RTP Amendment 2 conforms to the applicable SIPs;

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

WHEREAS, a public hearing was conducted on October 18, 2017 to hear and consider comments on the 2017 FTIP Amendment 8, 2014 RTP Amendment 2, and corresponding 2017 Conformity Analysis;

NOW, THEREFORE, BE IT RESOLVED, that MCTC adopts the 2017 FTIP Amendment 8, 2014 RTP Amendment 2, and corresponding 2017 Conformity Analysis.

BE IT FURTHER RESOLVED that the MCTC finds that the 2017 FTIP Amendment 8 and 2014 RTP Amendment 2 are in conformity with the requirements of the Federal Clean Air Act Amendments and applicable State Implementation Plans for air quality.

THE FOREGOING RESOLUTION was passed and adopted by MCTC this 22nd day of November 2017 by the following vote:

Commissioner Medellin voted:	<u>Yes</u>
Commissioner Wheeler voted:	<u>Yes</u>
Commissioner Frazier voted:	<u>Yes</u>
Commissioner Ahmed voted:	<u>Yes</u>
Commissioner Rodriguez voted:	<u>Yes</u>
Commissioner Oliver voted:	<u>Yes</u>




Chairman, Madera County Transportation Commission

ATTEST:

I hereby certify that the foregoing is a true copy of a resolution of the MCTC duly adopted at a regular meeting thereof held on the 22nd day of November, 2017.

Signed:



Executive Director, Madera County Transportation Commission