

**2008 OZONE CONFORMITY ANALYSIS
FOR THE FEDERALLY APPROVED
2013 FEDERAL TRANSPORTATION IMPROVEMENT, AS AMENDED
AND
2011 REGIONAL TRANSPORTATION PLAN**

MAY 22, 2013

MADERA COUNTY TRANSPORTATION COMMISSION



TABLE OF CONTENTS

EXECUTIVE SUMMARY	5
2008 OZONE CONFORMITY REQUIREMENTS	5
2008 OZONE CONFORMITY TESTS	7
RESULTS OF THE 2008 OZONE CONFORMITY ANALYSIS	7
REPORT ORGANIZATION.....	8
CHAPTER 1 2008 OZONE CONFORMITY REQUIREMENTS	9
A. 2008 OZONE AIR QUALITY DESIGNATIONS APPLICABLE TO THE SAN JOAQUIN VALLEY	9
B. 2008 OZONE CONFORMITY TESTS.....	10
C. 2008 OZONE CONFORMITY ANALYSIS YEARS	11
CHAPTER 2 LATEST PLANNING ASSUMPTIONS.....	13
A. SOCIOECONOMIC DATA.....	13
B. TRANSPORTATION MODELING	13
C. TRAFFIC ESTIMATES.....	14
D. AIR QUALITY MODELING	14
EMFAC2007.....	14
F. SUMMARY OF PROCEDURES FOR REGIONAL EMISSIONS ESTIMATES	16
CHAPTER 3 TRANSPORTATION CONTROL MEASURES.....	17
CHAPTER 4 INTERAGENCY CONSULTATION	18
A. INTERAGENCY CONSULTATION	18
B. PUBLIC CONSULTATION	19
CHAPTER 5 TIP AND RTP 2008 OZONE CONFORMITY	20
REFERENCES.....	22

APPENDICES

- A Conformity Checklist
- B Transportation Project Listing
- C Interagency Consultation Correspondence
- D 2008 Ozone Conformity Analysis Documentation
- E Timely Implementation Documentation for Transportation Control Measures
- F Public Hearing Process Documentation
- G Response to Public Comments

TABLES

- 1-1: Approved Budgets from the 2007 Ozone Plan (as revised in 2011)
- 1-2: San Joaquin Valley 2008 Ozone Conformity Analysis Years
- 2-1: Traffic Network Comparison for Horizon Years Evaluated in 2008 Ozone Conformity Analysis
- 2-2: Control Measures Assumed in the 2008 Ozone Conformity Analysis
- 5-1: 2008 Ozone Conformity Results Summary

EXECUTIVE SUMMARY

This report presents the 2008 Ozone Conformity Analysis for the federally approved Madera County Transportation Commission (MCTC) 2013 Federal Transportation Improvement Program as amended (2013 FTIP, as amended) and the 2011 Regional Transportation Plan (2011 RTP). MCTC is the designated Metropolitan Planning Organization (MPO) in Madera County, California, and is responsible for regional transportation planning.

EPA designated the San Joaquin Valley nonattainment for the new 2008 Ozone standard, effective July 20, 2012. Conformity for the 2008 Ozone standard applies one year after the effective date (July 20, 2013). EPA issued a guidance document in July 2012 that included criteria and procedures for the new 2008 Ozone national ambient air quality standards. This analysis demonstrates that the criteria specified in the federal transportation conformity rule for a 2008 Ozone conformity determination are satisfied by the TIP and RTP.

In accordance with Section 93.122(g) of the conformity rule, the 2008 Ozone Conformity Demonstration relies on the federally approved previous emissions analysis for carbon monoxide, PM-10, and PM2.5. The MCTC 2013 FTIP and 2011 RTP and corresponding conformity analysis was approved by FHWA and FTA on December 14, 2012.

The 2013 TIP and 2011 RTP, as amended and Air Quality Conformity Analysis are incorporated by reference and are available at www.maderactc.org. Additional copies will be provided upon request.

A finding of conformity for the 2013 FTIP, as amended and 2011 RTP is therefore supported. The MCTC 2008 Ozone Conformity Analysis was approved by the MCTC Policy Board on May 22, 2013.

Summarized below are the applicable conformity requirements, conformity tests applied, and the results of the conformity assessment. An overview of the organization of this report is summarized below.

2008 OZONE CONFORMITY REQUIREMENTS

EPA's nonattainment area designations for the 2008 ozone standard became effective on July 20, 2012. Conformity for a given pollutant and standard applies one year after the effective date of EPA's initial nonattainment designation. Therefore, conformity for the 2008 ozone standard will begin to apply on July 20, 2013. The San Joaquin valley, which consists of eight counties, was designated nonattainment and classified Extreme with an attainment date of December 31, 2032.

EPA has indicated that transportation conformity for the 1997 ozone standard stops applying on July 20, 2013. However, existing adequate or approved budgets are required to be used until budgets for the new 2008 standard are found adequate or approved. The San Joaquin Valley has an EPA approved 2007 Ozone Plan (as revised in 2001) that contains sub-area budgets for ROG

and NOx.

When using the budget test, the attainment year of the 2008 ozone standard must be analyzed (e.g. 2032). In addition, in areas that have budgets for a previous ozone standard, consistency with those budgets must also be determined.

For multi-jurisdictional areas (i.e., SJV MPOs: multiple MPOs within a single nonattainment area), each MPO will demonstrate conformity, then all will be submitted to EPA/FHWA. A federal conformity determination cannot be made until every MPO in the area has made a conformity demonstration.

EPA issued Guidance for Transportation Conformity Implementation in Multi-Jurisdictional Nonattainment and Maintenance Areas in July 2012. This guidance updates and supersedes the July 2004 “multi-jurisdictional” guidance; however it 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. Because the SJV nonattainment area has approved subarea budgets for the 1-hour ozone standard, each MPO will submit its individual conformity determination to DOT. DOT will then issue its conformity determination on the TIPs/RTPs at the same time.

Consultation occurred in January 2013 on the proposed procedures and documentation approach for the 2008 Ozone conformity analysis for the 2013 TIPs/ 2011 RTPs as amended; items included:

1. Latest Planning Assumptions and Transportation Modeling
2. Air Quality Modeling
3. Procedures for Regional Emissions Estimates
4. Transportation Control Measures
5. Interagency Consultation / CMAQ Policy
6. Conformity Documentation

In addition, 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 Metropolitan Planning Organizations (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. Environmental Protection Agency (EPA), the California Air Resources Board (CARB) and Caltrans are also represented. The final determination of conformity for the TIP and RTP is the responsibility of FHWA and FTA within U.S. DOT.

FHWA has developed a checklist (included in Appendix A) that contains the required items to complete a conformity determination. As indicated above, the 2008 Ozone Conformity

Demonstration relies on the federally approved previous emissions analysis for carbon monoxide, PM-10, and PM2.5. The checklist contains references to both this document and the federally approved 2013 Conformity Analysis (incorporated herein by reference) as appropriate.

2008 OZONE CONFORMITY TESTS

EPA has indicated that transportation conformity for the 1997 ozone standard stops applying on July 20, 2013. However, existing adequate or approved budgets are required to be used until budgets for the new 2008 standard are found adequate or approved. The San Joaquin Valley has an EPA approved 2007 Ozone Plan (as revised in 2001) that contains sub-area budgets for ROG and NOx.

When using the budget test, the attainment year of the 2008 ozone standard must be analyzed (e.g. 2032). In addition, in areas that have budgets for a previous ozone standard, consistency with those budgets must also be determined.

RESULTS OF THE 2008 OZONE CONFORMITY ANALYSIS

A regional emissions analysis was conducted to meet the 2008 Ozone conformity requirements. The analysis was conducted using the latest planning assumptions and emissions models. The major conclusions of the MCTC Conformity Analysis are:

- In accordance with the EPA “multi-jurisdictional” guidance separate modeling and conformity documents have been developed by each MPO. The total regional vehicle-related emissions (ROG and NOx) associated with implementation of the 2013 TIP / 2011 RTP for the attainment year 2032 analysis year have been estimated and are less than or no greater than the applicable conformity budget. In addition, the total regional vehicle-related emissions (ROG and NOx) for the other applicable analysis years remain unchanged and are less than or no greater than the applicable conformity budgets. The conformity emissions tests for the 2008 Ozone standard are therefore satisfied.
- In accordance with Section 93.122(g), this conformity demonstration relies on the federally approved previous emissions analysis for PM-10 and PM2.5 (1997 24-hour & Annual Standards and 2006 24-Hour Standard). The 2013 Air Quality Conformity Analysis is incorporated by reference and is available at www.maderactc.com. Additional copies will be provided upon request.
- The TIP/RTP will not impede and will support timely implementation of the TCMs that have been adopted as part of applicable air quality implementation plans.
- Consultation has been conducted in accordance with federal requirements.

REPORT ORGANIZATION

The report is organized into five chapters. Chapter 1 provides an overview of the applicable 2008 Ozone conformity requirements, including approach to meet requirements and the conformity analysis years. Chapter 2 contains a discussion of the latest planning assumptions and air quality modeling used to estimate regional emissions estimates. Chapter 3 contains the documentation required under the federal transportation conformity rule for transportation control measures. Chapter 4 provides an overview of the interagency consultation conducted by the San Joaquin Valley Metropolitan Planning Organizations. The results of the conformity analysis for the 2013 TIP / 2011 RTP as amended are provided in Chapter 5.

Consultation documentation and other related information are contained in the appendices. Appendix C includes copies of consultation correspondence. Appendix F includes documentation of the public hearing process. Comments received on the conformity analysis and responses made as part of the public involvement process are included in Appendix G.

CHAPTER 1 2008 OZONE CONFORMITY REQUIREMENTS

EPA issued “Transportation Conformity Guidance for 2008 Ozone Nonattainment Areas” in July 2012. EPA restructured the transportation conformity rule (March 14, 2012) so that existing conformity requirements will apply for any new or revised National Ambient Air Quality Standard (NAAQS). The conformity rule, therefore, applies directly to the 2008 ozone NAAQS.

EPA’s nonattainment area designations for the 2008 ozone NAAQS became effective on July 20, 2012. Conformity for a given pollutant and standard applies one year after the effective date of EPA’s initial nonattainment designation. Therefore, conformity for the 2008 ozone standard will begin to apply on July 20, 2013 for the San Joaquin Valley.

In addition, EPA updated its “Guidance for Transportation Conformity Implementation in Multi-Jurisdictional Nonattainment and Maintenance Areas”, in July 2012. This guidance is applicable to the San Joaquin Valley as it describes how conformity determinations are made on metropolitan transportation plans and transportation improvement programs (TIPs) when a nonattainment area contains more than one Metropolitan Planning Organization (MPO).

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. Because the SJV nonattainment area has approved subarea budgets for the 1-hour ozone standard, each MPO will submit its individual conformity determination to DOT. DOT will then issue its conformity determination on the TIPs/RTPs at the same time.

The Conformity Analyses for the 2013 FTIP and 2011 RTP was federally approved on December 14, 2012. The Conformity Analysis is being revised to address the 2008 Ozone requirements.

In accordance with the conformity rule, the interagency consultation process is being used for conducting regional emissions analyses and demonstrating conformity for the 2008 Ozone standard. Transportation network development was completed in January, followed by the conformity analysis in February 2013. Public review of the 2008 Ozone Conformity Demonstration occurred in March / April 2013, followed by MPO adoption in May 2013. The 2008 Ozone Conformity Demonstration for the 2013 TIP / 2011 RTP was submitted to FHWA in June 2013 for approval on or before July 20, 2013.

Presented first is a review of the air quality designation status, conformity test requirements, and analysis years for this 2008 Ozone Conformity Analysis.

A. 2008 OZONE 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.

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. Conformity for the 2013 FTIP, as amended and 2011 RTP includes analysis of existing and future air quality impacts for each applicable pollutant.

The San Joaquin Valley is currently designated as nonattainment for the 2008 ozone National Ambient Air Quality Standards (NAAQS).

B. 2008 OZONE CONFORMITY TESTS

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

EPA approved the 2007 Ozone Plan (as revised in 2011) and conformity budgets on March 1, 2012, effective April 30, 2012. The SIP identified both reactive organic gases (ROG) and nitrogen oxides (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 continue to conduct demonstrations for subarea emissions budgets as established in the 2007 Ozone Plan (as revised in 2011).

The approved conformity budgets from Table 5 of the EPA Federal Register notice are provided in the table below. These budgets will be used for the 2008 Ozone conformity demonstration.

**Table 1-1:
Approved Budgets from the 2007 Ozone Plan (as revised in 2011)**

(Summer tons/day)

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

C. 2008 OZONE CONFORMITY ANALYSIS YEARS

When using the budget test for the 2008 ozone standard, the regional emissions analysis is required to be performed for:

- The attainment year for the 2008 ozone standard, if it is within the timeframe of the transportation plan and conformity determination,
- The last year of the timeframe of the conformity determination, and
- Intermediate years as necessary, such that analysis years are no more than ten years apart.

In addition, in areas that have budgets for a previous ozone standard that are established for years in the timeframe of the conformity determination, consistency with those budgets must also be determined.

The San Joaquin Valley has been classified as an Extreme nonattainment area with an attainment date of December 31, 2032. The analysis year 2032 will be added to the previous conformity analysis.

**Table 1-2:
San Joaquin Valley 2008 Ozone Conformity Analysis Years**

*Madera County Transportation Commission
2008 Air Quality Conformity Analysis for the 2013 FTIP and 2011 RTP*

Pollutant	Budget Years ¹	Attainment/Maintenance Year	Intermediate Years	RTP Horizon Year
Ozone	2014/2017/2020/2023	2032	2025	2035

¹ Budget years that are not in the time frame of the transportation plan are not included as analysis years (e.g., Ozone 2011), although they may be used to demonstrate conformity.

CHAPTER 2 LATEST PLANNING ASSUMPTIONS

The transportation conformity rule allows conformity determinations to be based on the latest planning assumptions that are available at the time the conformity analysis begins. According to the conformity rule, 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 2008 Ozone Conformity Demonstration is based on the federally approved 2013 FTIP Conformity Analysis with updates as appropriate. The interagency consultation process for the 2013 FTIP and corresponding conformity analysis began in February 2012 and is documented in the current federally approved conformity analysis. Additional interagency consultation was conducted in January 2013 regarding items for the 2008 Ozone Conformity Demonstration.

In accordance with Section 93.122(g) of the conformity rule, this conformity demonstration relies on the federally approved previous emissions analysis for PM-10 and PM2.5 (1997 24-hour & Annual Standards and 2006 24-Hour Standard).

The 2013 TIP / 2011 RTP and corresponding conformity analysis was federally approved on December 14, 2012. The previous conformity determinations are incorporated by reference. For this conformity determination, there are:

- no revisions to 2013 TIP / 2011 RTP as amended, including no additions or deletions of regionally significant projects,
- no changes in the design concept and scope of existing regionally significant projects,
- no revisions that delay or accelerate the completion of regionally significant projects across conformity analysis years and
- no changes to the time frame of the transportation plan.

In accordance with Section 93.108, the MCTC re-affirms that the 2013 TIP, as amended and 2011 RTP are fiscally constrained with DOT’s metropolitan planning regulations at 23 CFR part 450.

A. SOCIOECONOMIC DATA

There have been no official updates to the socioeconomic projections used by the Valley MPO transportation models since the 2013 Conformity Analysis. In accordance with Section 93.110 of the federal conformity rule, the most recent estimates of population and employment projections that have been officially approved by the Metropolitan Planning Organization will be used.

B. TRANSPORTATION MODELING

There have been no official updates to the Valley MPO transportation models since the 2013

Conformity Analysis. The same traffic modeling and networks will be utilized for the 2008 Ozone conformity demonstration, except for the additional attainment year 2032. The 2032 attainment year has been developed consistent with the federally approved 2013 TIP/2011 RTP . While the San Joaquin Valley has recently completed an ambitious effort to update and improve each of the MPO traffic models, the models continue to be refined. It is currently anticipated that the models and validation/calibration report will be officially adopted as part of the 2014 RTP.

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. Note that the only update from the federally approved 2013 Conformity Analysis is the additional attainment year of 2032.

**Table 2-1
Traffic Network Comparison for Horizon Years Evaluated in
2008 Ozone Conformity Analysis**

Horizon Year	Total Population (thousands)	Employment (thousands)	Average Weekday VMT (millions)	Total Lane Miles
2014	195	58	6.0	N/A
2017	210	63	6.3	N/A
2020	225	68	7.3	2,219
2023	242	73	8.0	N/A
2025	252	76	8.5	2,246
2032	297	82	9.2	N/A
2035	313	85	9.3	2,314

Note: Detailed results can be found in Appendix D.

D. AIR QUALITY MODELING

EMFAC2007

EPA published the Federal Register notice approving the EMFAC 2011 model in March 6, 2013; the notice was effective upon publication in the Federal Register. EMFAC 2011 will be required for conformity use for new analyses starting September 6, 2013.

In accordance with Section 93.111 the latest emission estimation model (EMFAC 2007) was used in the 2008 Ozone conformity demonstrations. The EPA approved methodology for updating the default vehicle activity data was also used consistent with the 2013 Conformity Analysis.

For the 2008 Ozone conformity analysis, the methodology consisted of:

- (1) Running EMFAC for the 2032 attainment year using adjusted vehicle population, VMT, and speed fraction data.
- (2) Estimating ROG and NOx total exhaust emissions for all vehicles for an average summer day for the new analysis year 2032.
- (3) Subtract control measures estimates for an annual summer day contained in the EPA approved 2007 Ozone Plan (as revised in 2011).
- (4) Results rounded to the tenths place; then compared to applicable budget (2023).

In summary, the regional emissions estimates from the Federally Approved 2013 TIP / 2011 RTP as amended for the other analysis years (2014, 2017, 2020, 2023, 2025, and 2035) remain unchanged. Consultation on the general air quality modeling methodology applied in the 2008 Ozone Conformity Analysis was the subject of a memorandum distributed on January 16, 2013 for interagency consultation; EPA and FHWA provided concurrence on January 28, 2013.

E. STATE IMPLEMENTATION PLAN MEASURES

Committed control measures in the EPA approved 2007 Ozone Plan (as revised in 2011) that reduce mobile source emissions are shown in Table 2-2. The air quality modeling procedures and associated spreadsheets contained in Chapter 3 Air Quality Modeling assume emission reductions consistent with the air quality plans for the 2008 Ozone Conformity Analysis. The emission reductions assumed for these committed measures reflect the latest implementation status of these measures.

**Table 2-2
Control Measures Assumed in the 2008 Ozone Conformity Analysis**

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

NOTE: This table is consistent with the 2007 8-Hour Ozone Plan (as revised in 2011) which was approved by EPA on March 1, 2012 (effective April 30, 2012).

F. SUMMARY OF PROCEDURES FOR REGIONAL EMISSIONS ESTIMATES

As previously noted, the 2008 Ozone Conformity Analysis is based on the 2013 FTIP / 2011 RTP, as amended with various updates as appropriate (e.g., new attainment year 2032). Because EMFAC 2007 continues to be used, previous step-by-step air quality modeling procedures have not been updated; rather the worksheets have been updated as noted below.

The 2013 FTIP conformity procedures were subject to interagency consultation in February 2012. In January 2013, proposed updates to be used for the 2008 Ozone Conformity demonstration were provided for interagency consultation. Concurrence was received from both EPA and FHWA. Updated documentation for the 2008 Ozone conformity analysis is provided in Appendix D, including:

- Updated 2013 adjust_VMT sheet: new attainment year for 2008 Ozone standard
- Updated 2013 Conformity EMFAC Spreadsheet: new attainment year for 2008 Ozone standard, and
- Updated 2013 Conformity Totals spreadsheet

CHAPTER 3 TRANSPORTATION CONTROL MEASURES

The Transportation Conformity Rule (40 CFR 93.113) requires that the TIP/RTP “must provide for the timely implementation of TCMs in the applicable implementation plan.” The 2013 Conformity Document included a summary of requirements, applicable implementation plans, and findings.

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. In addition, 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. As part of the 2008 Ozone Conformity Demonstration, the SJV MPOs have updated both the Project TID table and RACM TID tables contained in Appendix E of the federally approved 2013 FTIP/2011 RTP as amended.

The project status has been updated for projects that were to be completed in 2012. In addition, the update confirms that projects identified in the Timely Implementation Documentation table have not been deleted from the TIP. Justification has been provided for any project implementation delays as well as the proposed approach to resolve.

Since there is no “new” RTP development with the 2008 Ozone Conformity Demonstration, there will be no update with respect to the inclusion of additional long-range local government control measures.

CHAPTER 4 INTERAGENCY CONSULTATION

The requirements for consultation procedures are listed in section 93.105 of the transportation conformity rule. 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.

A summary of the interagency consultation and public consultation conducted to comply with these requirements is provided below. Interagency consultation on the 2008 Ozone Conformity Analysis for the 2013 TIP / 2011 RTP as amended is documented in Appendix C. Appendix F includes the public hearing process documentation. The responses to comments received as part of the public comment process are included in Appendix G.

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.

On January 16, 2013, a memo regarding the 2008 Ozone Conformity Demonstration Items distributed to the IAC for review and comment. This memo included as summary of the requirements and documentation on the proposed approach including the following: latest planning assumptions and transportation modeling, air quality modeling, transportation control measures, interagency consultation / CMAQ Policy, and conformity documentation. No comments were received; concurrence was received from EPA and FHWA.

The San Joaquin Valley MPO CMAQ policy contains language that says the cost-effectiveness threshold will be evaluated with every FTIP; whereas, the policy itself is to be reviewed with every RTP. The threshold was reviewed through interagency consultation in April 2012 as part of the 2013 FTIP development. Since the 2008 Ozone Conformity Demonstration does not include a new TIP and/or RTP, there is no update for the CMAQ policy.

The boilerplate conformity document was distributed for interagency consultation in March 2013. Minor editorial updates in response to EPA comments have been incorporated herein; no other comments were received. .

The 2008 Ozone Conformity Analysis was released on March 29, 2013 for a 30-day public comment period, followed by Board adoption on May 22, 2013. Federal approval of the 2008 Ozone Conformity Analysis is anticipated by July 20, 2013.

B. PUBLIC CONSULTATION

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

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

CHAPTER 5 TIP AND RTP 2008 OZONE CONFORMITY

The principal requirements of the federal transportation conformity rule for TIP/RTP assessments are: (1) for 2008 Ozone, when emissions budgets are available, the TIP and RTP pass the emissions budget for the new attainment year 2032, (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 within U.S. DOT.

In accordance with Section 93.122(g), this conformity demonstration relies on the federally approved previous emissions analysis for PM-10, and PM2.5 (1997 24-hour & Annual Standards and 2006 24-Hour Standard). The 2013 Air Quality Conformity Analysis is incorporated by reference and is available at www.maderactc.org. Additional copies will be provided upon request.

In accordance with Section 93.108, MCTC re-affirms that the 2013 TIP and 2011 RTP as amended, are fiscally constrained with DOT's metropolitan planning regulations at 23 CFR part 450.

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 federal transportation conformity rule 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 2008 Ozone conformity tests, satisfying the remaining requirement of the federal transportation conformity rule. 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 federal transportation conformity rule and summarized in Chapter 2. The results are summarized below, followed by a more detailed discussion of the findings for each pollutant. Table 5-1 presents results for 2008 Ozone (ROG and NOx) in tons per average summer day for each of the horizon years tested.

For ozone, the applicable conformity test is the emissions budget test, using the 2007 Ozone Plan (as revised in 2011) budgets established for ROG and NOx for an average summer (ozone) season day. EPA approved the Plan and conformity budgets (as revised in 2011) on March 1, 2012, effective April 30. The modeling results for all analysis years indicate that the on-road vehicle ROG and NOx emissions predicted for each of the "Build" scenarios are less than the emissions budgets. The TIP/RTP therefore satisfy the conformity emissions test for the 2008 Ozone standards.

In accordance with the EPA "multi-jurisdictional" guidance separate modeling and conformity documents have been developed by each MPO. Because the SJV nonattainment area has approved subarea budgets for the 8-hour ozone standard, each MPO will submit its individual

conformity determination to DOT. DOT will then issue its conformity determination on the TIPs/RTPs at the same time.

As all requirements of the Transportation Conformity Rule have been satisfied, a finding of conformity for the 2008 Ozone standard is supported for the Federally Approved 2013 Transportation Improvement Program and 2011 Regional Transportation Plan as amended.

**Table 5-1:
Conformity Results Summary**

2013 Conformity Results Summary -- MADERA					
Pollutant	Scenario	Emissions Total		DID YOU PASS?	
		ROG (tons/day)	NOx (tons/day)	ROG	NOx
2008 Ozone	2014 Budget	2.5	7.7		
	2014	2.4	7.6	YES	YES
	2017 Budget	2.2	5.8		
	2017	2.0	5.3	YES	YES
	2020 Budget	2.0	4.7		
	2020	2.0	4.7	YES	YES
	2023 Budget	1.9	3.6		
	2023	1.9	3.6	YES	YES
	2025	1.8	3.5	YES	YES
	2032	1.6	2.7	YES	YES
	2035	1.5	2.6	YES	YES

REFERENCES

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

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

APPENDIX A

CONFORMITY CHECKLIST

CONFORMITY ANALYSIS DOCUMENTATION

FHWA Checklist for MPO TIPs/RTPs

June 27, 2005

40 CFR	Criteria	Page	Comments
§93.102	Document the applicable pollutants and precursors for which EPA designates the area as nonattainment or maintenance. Describe the nonattainment or maintenance area and its boundaries.	Ch. 1 p. 11	2013 Ch. 1
§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.5	2013 E.S.
§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.	N/A App B has been updated to include 2032	2013 Ch. 2, App. B
§93.108	Document that the TIP/RTP is financially constrained (23 CFR 450).	E.S. p. 5	2013 E.S.
§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, 5	2013 Ch. 1, 2, 3, 4, 5, 6
§93.109 (c-k)	Provide either a table or text description that details, for each pollutant and precursor, whether the interim emissions tests and/or the budget test apply for conformity. Indicate which emissions budgets have been found adequate by EPA, and which budgets are currently applicable for what analysis years.	Ch. 1 p. 11, 12	2013 Ch. 1
§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. 13	2013 Ch. 2
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 p. 13	2013 Ch. 2
§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	Ch. 2 p. 13	2013 Ch. 2

*Madera County Transportation Commission
2008 Air Quality Conformity Analysis for the 2013 FTIP and 2011 RTP*

40 CFR	Criteria	Page	Comments
	assumptions and show that they were agreed to through Interagency and public consultation.		
§93.111	Document the use of the latest emissions model approved by EPA.	Ch. 2 p. 14	2013 Ch. 3
§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. 4 p. 18	2013 Ch. 5
§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. 3, p. 17 App. E	2013 Ch. 4, App. E
§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	2013 Analysis addresses both documents
§93.118 (a, c, e)j	<u>For areas with SIP budgets:</u> 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. 5 p. 20	2013 Ch. 6
§93.118 (b)	Document for which years consistency with motor vehicle emissions budgets must be shown.	Ch. 1 p. 11	2013 Ch. 1
§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. 5 p. 20	2013 Ch. 6
§93.119 ¹	<u>For areas without applicable SIP budgets:</u> Document that emissions from the transportation network for each applicable pollutant and precursor, including projects in any associated donut area that are in the Statewide TIP and regionally significant non-Federal projects, are consistent with the requirements of the “Action/Baseline”, “Action/1990” and/or “Action/2002” interim emissions tests as applicable.	N/A	N/A
§93.119 (g)	Document the use of the appropriate analysis years in the regional emissions analysis for areas without applicable SIP budgets.	N/A	N/A
§93.119 (h,i)	Document how the baseline and action scenarios are defined for each analysis year.	N/A	N/A
§93.122 (a)(1)	Document that all regionally significant federal and non-Federal projects in the nonattainment/maintenance area are explicitly modeled in the regional emissions analysis. For each project, identify by which analysis it will be open to traffic. Document that VMT for non-regionally significant Federal projects is accounted for in the regional emissions analysis	Ch. 2, p. 13 App B	2013 Ch. 2, App B

40 CFR	Criteria	Page	Comments
§93.122 (a)(2, 3)	Document that only emission reduction credits from TCMs on schedule have been included, or that partial credit has been taken for partially implemented TCMs. Document that the regional emissions analysis only includes emissions credit for projects, programs, or activities that require regulatory action if: the regulatory action has been adopted; the project, program, activity or a written commitment is included in the SIP; EPA has approved an opt-in to the program, EPA has promulgated the program, or the Clean Air Act requires the program (indicate applicable date). Discuss the implementation status of these programs and the associated emissions credit for each analysis year.	Ch. 2 p. 15	2013 Ch. 2
§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	N/A
§93.122 (b)(1)(i) ⁱⁱ	Document that a network-based travel model is in use that is validated against observed counts for a base year no more than 10 years before the date of the conformity determination. Document that the model results have been analyzed for reasonableness and compared to historical trends and explain any significant differences between past trends and forecasts (for per capita vehicle-trips, VMT, trip lengths mode shares, time of day, etc.).	Ch. 2 p. 13	2013 Ch. 2
§93.122 (b)(1)(ii) ²	Document the land use, population, employment, and other network-based travel model assumptions.	Ch. 2 p. 13	2013 Ch. 2
§93.122 (b)(1)(iii) ²	Document how land use development scenarios are consistent with future transportation system alternatives, and the reasonable distribution of employment and residences for each alternative.	Ch. 2 p. 13	2013 Ch. 2
§93.122 (b)(1)(iv) ²	Document use of capacity sensitive assignment methodology and emissions estimates based on a methodology that differentiates between peak and off-peak volumes and speeds, and bases speeds on final assigned volumes.	Ch. 2 p. 13	2013 Ch. 2
§93.122 (b)(1)(v) ²	Document the use of zone-to-zone travel impedances to distribute trips in reasonable agreement with the travel times estimated from final assigned traffic volumes. Where transit is a significant factor, document that zone-to-zone travel impedances used to distribute trips are used to model mode split.	Ch. 2 p. 13, 14	2013 Ch. 2
§93.122 (b)(1)(vi) ²	Document how travel models are reasonably sensitive to changes in time, cost, and other factors affecting travel choices.	Ch. 2 p. 13, 14	2013 Ch. 2
§93.122 (b)(2) ²	Document that reasonable methods were used to estimate traffic speeds and delays in a manner sensitive to the estimated volume of travel on each roadway segment represented in the travel model.	Ch. 2 p. 13, 14	2013 Ch. 2
§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	Ch. 2 p. 13	2013 Ch. 2

*Madera County Transportation Commission
2008 Air Quality Conformity Analysis for the 2013 FTIP and 2011 RTP*

40 CFR	Criteria	Page	Comments
	estimates of VMT.		
§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 p. 13	2013 Ch. 2
§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.	N/A	2013 Ch. 3
§93.122 (g)	If appropriate, document that the conformity determination relies on a previous regional emissions analysis and is consistent with that analysis.	E.S., p. 5, 6, 7, Ch. 2 p. 13, Ch. 5 p. 20	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. 13, App B	2013 Ch. 2, App B

ⁱ Note that some areas are required to complete both interim emissions tests.

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

Disclaimers

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

APPENDIX B

TRANSPORTATION PROJECT LISTING

*Madera County Transportation Commission
2008 Air Quality Conformity Analysis for the 2013 FTIP, as amended, and 2011 RTP*

Jurisdiction/Agency	TIP/RTP Project ID	CTIPs Project ID (if available)	Description			Estimated Cost	Exemption Code (per CTIPs - next sheet)
CALTRANS	MAD406002	2210000133	SHOPP - Collision Reduction			\$3,673,000	1.10
CALTRANS	MAD418003	12100000238	CA Route 99 Bridge Enhancements	Aesthetic Bridge Enhancements		\$752,000	4.12
CHOWCITY	MAD313036	22100000295	CATX	Operating Assistance		\$1,321,000	2.01
CHOWCITY	MAD302054	22100000293	Monterey Ave	3rd to 13th Street	Construct Pedestrian Facilities	\$229,000	3.02
CHOWCITY	MAD302048	22100000203	School	Various	Construct Pedestrian Facilities	\$511,000	3.02
CHOWCITY	MAD302052	22100000252	Chowchilla	Roberson Blvd District	Pave alleys	\$352,000	1.10
CHOWCITY	MAD302053	22100000289	Ave 24 1/2	Various	Shoulder Paving	\$300,000	1.04
CHOWCITY	MAD302047	22100000202	CATX	Operating Assistance		\$44,000	2.01
MADCITY	MAD213091	22100000302	DAR	Operating Assistance		\$3,588,000	2.01
MADCITY	MAD213092	22100000303	MAX	Operating Assistance		\$4,014,000	2.01
MADCITY	MAD213093	22100000304	Intermodal Center	Operating Assistance		\$320,000	2.01
MADCITY	MAD202069	22100000284	Tulare St, Cleveland, Raymond Rd	Tulare, Cleveland, Raymond Road	Construct Bike/Ped Facilities	\$336,000	3.02
MADCITY	MAD202046	22100000160	Fresno River Trail	Gateway & UPRR	Construct Bike/Ped Undercrossing	\$534,000	3.02
MADCITY	MAD202068	22100000283	Madera	Purchase and Install 1 CNG Compressor	Fleet Conversion	\$338,000	4.12
MADCITY	MAD202063	22100000245	Cleveland	Schnoor	Dual Left Turn Lanes	\$341,000	1.19
MADCITY	MAD202065	22100000247	Gateway, Central, 3rd, E Streets	Various Locations Bounded by Gateway, Central, 3rd, E St	Construct Pedestrian Facilities	\$315,000	3.02
MADCITY	MAD202066	22100000248	Fresno River Trail - Laurel Street	Laurel Street	Construct Class I Bike Path	\$268,000	3.02
MADCITY	MAD202072	22100000284	Raymond Road	Raymond Road	Shoulder Paving, Curb and Gutter	\$304,000	1.04
MADCITY	MAD202074	22100000315	Cleveland Avenue	Granada Avenue to Schnoor Avenue	Construct Bike/Ped Facilities	\$379,000	3.02
MADCITY	MAD213094	22100000321	MAX Preventative Maintenance	Operating Assistance		\$670,000	2.01
MADCITY	MAD202076	22100000322	Madera	Purchase PM-10 Certified Streetsweeper	Fleet Conversion	\$249,000	4.12
MADCITY	MAD202077	22100000323	Madera Sports Complex	Madera Sports Complex	Pave Road Access Points	\$241,000	1.03
MADCO	MAD102066	22100000313	Childrens Blvd and Peck	Intersection of Childrens Boulevard and Peck	Install Traffic Signal	\$373,000	5.02
MADCO	MAD102065	22100000312	Northbound Road 28	Intersection of Road 28 and Avenue 14 1/2	Left Turn Lane	\$564,000	1.07
MADCO	MAD102064	22100000311	Road 39 and Avenue 12 1/2	Road 39 and Avenue 12 1/2	Install Traffic Signal	\$263,000	5.02
MADCO	MAD102063	22100000310	Avenue 15	Road 29 to Road 36	Shoulder Paving	\$1,017,000	1.04
MADCO	MAD102056	22100000242	Road 30	Avenue 12 to 500 ft. north	Shoulder Paving, Curb and Gutter	\$72,000	1.04
MADCO	MAD102046	22100000161	Avenue 15	SR 41 to Road 36	Shoulder Paving	\$895,000	1.04
MADCO	MAD113041	22100000298	MCC	Operating Assistance		\$1,991,000	2.01
MADCO	MAD102059	22100000249	Road 225	Creek Dr to Road 228	Construct Pedestrian Facilities	\$182,000	3.02
MADCO	MAD102045	22100000156	Road 426	SR 41 to Road 427	Construct Pedestrian Facilities	\$191,000	3.02
MADCO	MAD102061	22100000288	Ave 9	Road 23 to Road 23 1/2	Shoulder Paving	\$99,000	1.04
MADCO	MAD102060	22100000286	Road 23	Ave 8 1/2 to Ave 9 1/2	Shoulder Paving	\$187,000	1.04
MADCO	MAD102057	22100000243	Road 406	Road 400 to 2.5 miles east	Pave dirt roads	\$534,000	1.03
MCTC	MAD517005	12100000065	Planning, Programming and Monitoring			\$600,000	4.01
VAR AGENCIES	MAD410001	22100000036	Caltrans - Highway Bridge Program (HBP) - various locations			\$5,540,000	1.19
VAR AGENCIES	MAD419004	22100000039	Highway Safety Improvement Program (HSIP) - Lump sum program			\$314,000	1.06

*Madera County Transportation Commission
2008 Air Quality Conformity Analysis for the 2013 FTIP, as amended, and 2011 RTP*

Jurisdiction/Agency	TIP/RTP Project ID	CTIPs Project ID (if available)	Description			Estimated Cost									
			Type of Improvement	Facility Name/Route	Project Limits		2014	2017	2020	2023	2025	2032	2035		
CTRTP	MAD417001	22100000235	Reconstruct Interchange	99	Ave 12 Interchange, On Route 99 from .5 miles south of Avenue 12 overcrossing to .5 miles north of Avenue 12 overcrossing, PM R7.1 - R7.9	\$68,000,000		X							
CTRTP	MAD418002	22100000270	Widen 4-Lane Fwy to 6-Lane Fwy	99	In Fresno & Madera Counties, From 0.2 miles south of Grantland Ave UC to 0.6 miles north of Avenue 7 Widen 4-Lane Freeway to 6-Lanes	\$54,000,000		X							
CTRTP	MAD417004	12100000246	4-Lane Freeway to 6-Lane Freeway	99	Ave 12 to Ave 17	\$91,010,666				X					
CTRTP	MAD417003	12100000243	4-Lane Freeway to 6-Lane Freeway	99	Ave 7 to Ave 12	\$160,571,129								X	
MADCITY	MAD217030	22100000271	Interchange Improvements	99	From 0.6 miles south of 4th St. to 0.2 miles north of 4th St.	\$7,000,000	X								
MADCITY	MAD217034	22100000308	2 to 4 lanes	OLIVE	Gateway to Roosevelt	\$2,121,800	X								
MADCITY	MAD217035	22100000320	2 to 4 lanes	LAKE	4th to Cleveland	\$2,028,730		X							
MADCITY			Overlay & Restripe to 4 lanes	SCHNOOR	Trevor to Sunset	\$1,106,886			X						
MADCITY			Restripe to 4 lanes	CLEVELAND	Sharon to Tozer	\$491,950			X						
MADCITY			New 4 Lane Bridge	WESTBERRY	at Fresno River	\$12,298,739			X						
MADCITY			Restripe to 4 lanes	AIRPORT	Ave 17 to Yeager	\$391,432			X						
MADCITY			Overlay and Restripe to 4 lanes	YEAGER	Airport to Falcon	\$391,432			X						
MADCITY			2 to 4 lanes	ELLIS	Road 26 to Lake	\$3,914,320			X						
MADCITY			Widen 2 to 4 Lanes	SR 145	SR99 to Yosemite	\$5,536,935				X					
MADCITY			Widen Structure from 2 to 4 lanes	Granada	at Fresno River	\$3,664,205						X			
MADCITY			New 4 Lane Roadway	Sharon Blvd	Ellis to Avenue 17	\$8,554,565				X					
MADCITY			4 to 6 lanes	CLEVELAND	Schnoor to SR 99	\$4,847,587				X					
MADCITY			Widen to 4 Lanes	GATEWAY	Yosemite to Cleveland	\$14,257,609						X			
MADCITY			2 to 4 lanes	ELLIS	Road 26 to Krohn	\$5,874,135						X			
MADCITY			Interchange Improvements/Widen Structure	Avenue 17	SR99 Interchange	\$56,685,401						X			
MADCITY			2 to 4 Lanes	Westberry	Cleveland to Ave. 16	\$2,716,787						X			
MADCITY			2 to 4 Lanes	D Street	Clark to Adell	\$701,085								X	
MADCITY			2 to 4 lanes	Howard	Westberry to Granada	\$4,673,902								X	
MADCITY			2 to 4 lanes	Pecan	Golden State to Stadium	\$4,673,902								X	
MADCITY			2 to 4 lanes	Tozer/Road28	Avenue 13 to Knox	\$1,869,561								X	
MADCITY			2 to 4 lanes	SUNRISE	B Street to Road 28	\$2,892,483								X	
MADCITY			2 to 4 lanes	Storey Road	SR145 to City Limit	\$2,396,629								X	
MADCITY			4 to 6 lanes & Interchange Improvements	CLEVELAND	Road 26 to SR 99	\$54,988,588								X	
MADCITY			2 to 4 lanes	Pine	Almond Ave to Pecan Ave	\$1,911,322								X	
MADCITY			Upgrade 2 to 4 lanes	Stadium	Pecan to Maple	\$1,209,919								X	
MADCITY			4 to 6 Through Lanes	Madera Ave (SR145)	SR99 Interchange	\$29,634,252								X	
MADCITY			4 to 6 Through Lanes	4th Street	SR99 Interchange	\$29,318,621								X	
CHOWCITY			Restripe 2 to 4 Lanes	ROBERTSON	15th Street to Palm Pkwy	\$1,078,229		X							
CHOWCITY			2 Lane OC to Chowchilla Blvd	FIG TREE	SR 99 Overcrossing	\$13,282,638			X						
CHOWCITY			Reconstruct Interchange	99	SR 233 Interchange	\$49,832,419						X			
CHOWCITY			Widen to 4 Lanes	AVENUE 26	SR 99 to Coronado	\$9,468,933								X	
CTRTP	MAD417002	12100000245	Construct Passing Lanes	41	On Route 41 Between 0.3 Mile North of Road 208 and 2.2 Mile North Of Road 208	\$22,148,000		X							
MADCO			Widen to 4 Lanes	SR 41	Ave 12 to SR 145	\$19,516,785				X					
MADCO			Widen to 4 Lanes	Rd 206	Madera County Line to Rd 145	\$18,204,521				X					
MADCO			Widen to 4 Lanes	Rd 145	Rd 206 to SR 41	\$15,185,957				X					
MADCO			Widen to 6 lanes	SR 41	Madera County Line to Ave 10	\$5,780,407				X					
MADCO			Widen to 4 Lanes	Ave 9	SR 99 to Rd 40 1/2	\$41,257,349				X					
MADCO			4 lane freeway & IC @ Ave 12	SR 41	Ave 10 to Ave 12	\$100,858,967					X				
MADCO			Widen to 4 lanes	Ave 12	Rd 38 to SR 41	\$31,279,768								X	
MADCO			Widen to 4 Lanes	SR 41	Road 420 to SR 49 South of Oakhurst	\$36,747,777								X	
MADCO			Widen to 4 lanes	Rd 29	Olive to Ave 13	\$8,098,953								X	
MADCO			Widen to 4 lanes	Rd 29	Ave 12 to Ave 13	\$16,343,357								X	
MADCO			Reconstruct roadway & Widen	Rd 400	Hensley Lake entrance to Lilly Mtn Rd	\$36,276,533								X	
MADCO			Widen to 4 lanes	Ave 12	SR 99 to Rd 32	\$31,065,113									X
MADCO			Widen to 8 lanes	CHILDRENS	SR 41 NB ramps to Peck Blvd	\$7,281,193									X
MADCO			Widen to 6 Lanes	AVE 12	SR 41 to North Rio Mesa Blvd	\$4,790,259									X
MADCO			Widen to 4 Lanes	AVE 10	Road 401/2 to SR 41	\$8,430,855									X
MADCO			Widen to 2 lanes	SR 41	NB on ramp/SR 41 @ Children's Blvd	\$38,705,289									X

APPENDIX C
CONSULTATION CORRESPONDENCE

January 16, 2013

TO: IAC Partners

CC: SJV MPO Staff & Directors

RE: 2008 Ozone Conformity Demonstration Items for IAC

In August 2012 a summary of the EPA Transportation Conformity Guidance for the 2008 Ozone Nonattainment Areas was distributed for Interagency Consultation and discussed on the August 21, 2012 IAC conference call.

The purpose of this memo is to transmit the proposed procedures and documentation approach for Interagency Consultation. Transportation network development is scheduled to be completed in January, followed by the conformity analysis in February, 2013. Public review of the 2008 Ozone Conformity Demonstration is anticipated to occur in March, followed by MPO adoption in May 2013. The 2008 Ozone Conformity Demonstration for the 2013 FTIP / 2011 RTP will be submitted in June for Federal approval to be issued on or before July 20, 2013.

Please provide any comments on the proposed approach by COB, Friday, January 25, 2013. It is requested that EPA and FHWA also provide concurrence. An interagency consultation conference call will be scheduled upon request.

REQUIREMENTS

EPA's nonattainment area designations for the 2008 ozone standard became effective on July 20, 2012. Conformity for a given pollutant and standard applies one year after the effective date of EPA's initial nonattainment designation. Therefore, conformity for the 2008 ozone standard will begin to apply on July 20, 2013. The San Joaquin valley, which consists of eight counties, was designated nonattainment and classified Extreme with an attainment date of December 31, 2032. [In addition, the Eastern portion of Kern County, the Mohave Desert, was designated nonattainment and classified Marginal with an attainment date of 2015. It is important to note that the 2015 analysis year is already included in the federally approved 2013 FTIP / 2011 RTP, as amended, and Corresponding Conformity Analysis for Kern County].

EPA has indicated that transportation conformity for the 1997 ozone standard stops applying on July 20, 2013. However, existing adequate or approved budgets are required to be used until budgets for the new 2008 standard are found adequate or approved. The San Joaquin Valley has an EPA approved 2007 Ozone Plan (as revised in 2001) that contains sub-area budgets for ROG and NOx. [In addition, EPA published a Notice of Adequacy for the 8-hour Ozone early Progress Plans for Eastern Kern County.]

When using the budget test, the attainment year of the 2008 ozone standard must be analyzed (e.g. 2032). In addition, in areas that have budgets for a previous ozone standard, consistency with those budgets must also be determined.

For multi-jurisdictional areas (i.e., SJV MPOs: multiple MPOs within a single nonattainment area), each MPO will demonstrate conformity, then all will be submitted to EPA/FHWA. A federal conformity determination cannot be made until every MPO in the area has made a conformity determination.

PROPOSED APPROACH

The 2008 Ozone Conformity Demonstration will be based on the federally approved 2013 FTIP Conformity Analysis with updates as appropriate. The interagency consultation process for the 2013 FTIP and corresponding conformity analysis began in February 2012 and is documented in the current federally approved conformity analysis. A summary of the major elements of the conformity document are provided below for review, comment, and concurrence. It is requested that any comments on the proposed approach be provided by COB, Friday, January 25, 2013. It is requested that EPA and FHWA also provide concurrence. As noted above, an interagency consultation conference call will be scheduled upon request.

In general, it is assumed that the SJV MPOs will not be processing a concurrent regionally significant amendment with the 2008 Ozone Conformity Demonstration; however, at least one SJV MPO is anticipated to process a concurrent regionally significant amendment. The following proposed approach applies to all SJV MPOs for the 2008 Ozone Conformity Demonstration. Two clarification “NOTE”s have been added to item 3. Procedures for Regional Emission Estimates and item 6. Conformity Documentation specific for an MPO that will be processing a concurrent regionally significant amendment.

1. Latest Planning Assumptions and Transportation Modeling: There have been no official updates to the socioeconomic projections used by the Valley MPOs transportation models since the 2013 Conformity Analysis. In accordance with Section 93.110 of the federal conformity rule, the most recent estimates of population and employment projections that have been officially approved by the Metropolitan Planning Organization will be used. In addition, there have been no official updates to the Valley MPO transportation models since the 2013 Conformity Analysis. The same traffic modeling and networks will be utilized for the 2008 Ozone conformity Demonstration, except for the additional attainment year of 2032.
 - a. While the San Joaquin Valley has recently completed an ambitious effort to update and improve each of the MPO traffic models, the models continue to be refined. It is currently anticipated that the models and validation/calibration report will be officially adopted as part of the 2014 RTP.
2. Air Quality Modeling: While ARB has released EMFAC 2011, it has not been approved by EPA for use in conformity analysis. As a result, in accordance with Section 93.111 the latest emission estimation model (EMFAC 2007) will be used in the 2008 Ozone Conformity Demonstration. The EPA approved methodology for updating the default vehicle activity data will also be used consistent with the 2013 Conformity Analysis.

3. Procedures for Regional Emissions Estimates: All SJV MPOs will develop a new 2032 attainment year transportation network using the currently approved latest planning assumptions and transportation model. The resulting transportation data (VMT by speed bin) will be processed using the 2013 FTIP conformity procedures; interagency consultation was conducted on these procedures in February 2012. The following updates will be used for the 2008 Ozone Conformity demonstration:
 - a. Updated 2013 adjust_VMT sheet: new attainment year for 2008 Ozone standard
 - b. Updated 2013 Conformity EMFAC Spreadsheet: new attainment year for 2008 Ozone standard
 - c. Updated 2013 Totals Spreadsheet: new demonstration for 2008 Ozone standard

NOTE: for those MPOs processing a concurrent regionally significant amendment, the entire 2013 FTIP analysis will be revised using the 2013 FTIP conformity procedures in addition to the updated information provided above for the 2008 Ozone Conformity Demonstration.

4. Transportation Control Measures: As part of the 2008 Ozone Conformity Demonstration, the SJV MPOs will update the Project TID table and RACM TID table contained in Appendix D of the federally approved 2013 FTIP/2011 RTP . Since there is no “new” RTP development with the 2008 Ozone Conformity Demonstration, there will be no update with respect to the inclusion of additional long-range local government control measures.
5. Interagency Consultation / CMAQ Policy: The San Joaquin Valley MPO CMAQ policy contains language that says the cost-effectiveness threshold will be evaluated with every FTIP; whereas, the policy itself is to be reviewed with every RTP. The threshold was reviewed through interagency consultation in April 2012 as part of the 2013 FTIP development. Since the 2008 Ozone Conformity Demonstration does not include a new TIP and/or RTP, there will be no update for the CMAQ policy.
6. Conformity Documentation: A modified draft boilerplate document will be prepared to address the 2008 Ozone conformity demonstration only. The following updates will be included:
 - a. Update Table 1-5 to include additional attainment year 2032
 - b. Update Table 2-2 to include traffic data for additional attainment year 2032
 - c. Update Table 6-1 to include new 2008 Ozone standard conformity demonstration
 - d. Update Appendix B:
 - i. reflect any amendments processed to date for the Exempt Project Listing, and
 - ii. add additional attainment year 2032 to the Regionally significant project list

- e. Update Appendix C:
 - i. Updated 2013 adjust_VMT Spreadsheet
 - ii. Updated Conformity EMFAC Spreadsheet
 - iii. Updated 2013 Conformity Totals Spreadsheet
- f. Update Appendix D:
 - i. Project TID table
 - ii. RACM TID table
- g. Update Appendix E:
 - i. Notice of Public Meeting/Hearing
 - ii. Draft Adoption Resolution

In addition, the documentation will indicate the following: In accordance with Section 93.122(g) of the conformity rule, the 2008 Ozone Conformity Demonstration will rely on the federally approved previous emissions analysis for carbon monoxide, PM-10, and PM2.5. The 2013 FTIP / 2011 RTP and corresponding conformity analysis was federally approved December 14, 2012. For this 2008 Ozone Conformity Demonstration, there are:

- No revisions to the TIP/RTP, including no additions or deletions of regionally significant projects,
- No changes in the design concept and scope of existing regionally significant projects,
- No revisions that delay or accelerate the completion of regionally significant projects across conformity analysis years, and
- No changes to the time frame of the transportation plan.

In accordance with Section 93.108, the [INSERT AGENCY] MPO re-affirms that the 2013 TIP and 2011 RTP are fiscally constrained with DOT's metropolitan planning regulations at 23 CFR Part 450.

NOTE: for those MPOs processing a concurrent regionally significant amendment, the entire 2013 FTIP Conformity Analysis document (July 2012) will be revised using track changes to incorporate both the amendment and the updated information provided above for the 2008 Ozone Conformity Demonstration.

Please contact me if you have questions or need additional information. Comments are due by COB, Friday, January 25, 2013.

ADDITIONAL REFERENCES:

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

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

APPENDIX D

2008 OZONE CONFORMITY ANALYSIS DOCUMENTATION

- Updated 2013 adjust_VMT sheet: new attainment year for 2008 Ozone standard
- Updated 2013 Conformity EMFAC Spreadsheet: new attainment year for 2008 Ozone standard, and
- Updated 2013 Conformity Totals spreadsheet

- Updated 2013 adjust_VMT sheet: new attainment year for 2008 Ozone standard

Variable	Source	2014	2017	2020	2023	2025	2032	2035					
EDP	EMFAC 2007	133,928	144,757	156,462	166,237	173,091	198,719	210,079					
EVMT	EMFAC 2007	6,107,059	6,711,048	7,326,504	7,727,762	8,014,774	9,148,633	9,679,190					
MVMT	TPA Model	5,990,943	6,302,655	7,338,969	7,932,984	8,532,830	9,169,774	9,329,011	<=Enter Modeled Daily VMT Here				
N	Calculated	131,382	135,948	156,728	170,652	184,279	199,178	202,479	<= Read New Vehicle Population Here				
N = New Population													
EDP = EMFAC Default Population													
MVMT = Modeled VMT													
EVMT = EMFAC Default VMT													

- Updated 2013 Conformity EMFAC Spreadsheet: new attainment year for 2008 Ozone standard

EMFAC Emissions (tons/day)											
MADERA											
<u>Pollutant</u>	<u>Source</u>	<u>Description</u>									
				2014	2017	2020	2023	2025	2032	2035	
Ozone	EMFAC 2007 (Summer Run)	ROG Total Exhaust (All Vehicles Total)		3.04	2.47	2.32	2.17	2.16	1.90	1.83	
	Existing Local Reductions	Rule 9310 (School Buses)		0.00	0.00	0.00	0.00	0.00	0.00	0.00	
	Existing State Reductions	Carl Moyer Program & AB 1493 GHG Standards		0.00	0.00	0.00	0.00	0.00	0.00	0.00	
	New/Proposed Local Reductions	Rule 9410 (Employer Based Trip Reduction)		0.05	0.03	0.04	0.04	0.04	0.04	0.04	
	New/Proposed State Reductions	Smog Check, RFG & Truck Model		0.55	0.45	0.33	0.28	0.28	0.28	0.28	
		Conformity Total		2.44	1.99	1.95	1.85	1.84	1.58	1.51	
Ozone	EMFAC 2007 (Summer Run)	NOx Total Exhaust (All Vehicles Total)		10.49	8.09	7.27	6.55	6.41	5.68	5.54	
	Existing Local Reductions	Rule 9310 (School Buses)		0.01	0.02	0.02	0.02	0.02	0.02	0.02	
	Existing State Reductions	Carl Moyer Program & AB 1493 GHG Standards		0.02	0.02	0.00	0.00	0.00	0.00	0.00	
	New/Proposed Local Reductions	Rule 9410 (Employer Based Trip Reduction)		0.04	0.04	0.03	0.02	0.02	0.02	0.02	
	New/Proposed State Reductions	Smog Check & Truck Model		2.80	2.68	2.56	2.91	2.91	2.91	2.91	
		Conformity Total		7.62	5.33	4.66	3.60	3.46	2.73	2.59	

- Updated 2013 Conformity Totals spreadsheet

2013 Conformity Results Summary -- MADERA					
Pollutant	Scenario	Emissions Total		DID YOU PASS?	
		ROG (tons/day)	NOx (tons/day)	ROG	NOx
2008 Ozone	2014 Budget	2.5	7.7		
	2014	2.4	7.6	YES	YES
	2017 Budget	2.2	5.8		
	2017	2.0	5.3	YES	YES
	2020 Budget	2.0	4.7		
	2020	2.0	4.7	YES	YES
	2023 Budget	1.9	3.6		
	2023	1.9	3.6	YES	YES
	2025	1.8	3.5	YES	YES
	2032	1.6	2.7	YES	YES
	2035	1.5	2.6	YES	YES

APPENDIX E

**TIMELY IMPLEMENTATION DOCUMENTATION
FOR TRANSPORTATION CONTROL MEASURES**

*Madera County Transportation Commission
2008 Air Quality Conformity Analysis for the 2013 FTIP, as amended, and 2011 RTP*

<u>RACM Commitment</u>	<u>Agency</u>	<u>Commitment Description</u>	<u>Commitment Schedule</u>	<u>Commitment Funding</u>	<u>TIP</u>	<u>TIP Project ID</u>	<u>Project Description</u>	<u>Implementation Status</u> (as of 5/12)	<u>2013 Conformity Update, 2008 Ozone Standard</u> (as of 2/13)
MA 3.1	MCTC	Commute 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 employers with fifty or greater employees on an annual basis.	The Commute Solutions Program is not programmed in the TIP. MCTC expanded our efforts through the newsletter, which has regular articles documenting the benefits of alternative commuting methods. Over 300 subscribers (including every Madera business with 30 or more employees) receive each newsletter. MCTC continues to provide commute solutions information through the Public Awareness Program.	MCTC continues to provide commute solutions information through the Public Awareness Program. In November of 2010 MCTC joined the California Vanpool Authority as a sponsor of the CalVans program.
MA 14.1 (MA 11.2, MA 11.6, MA 13.3, 13.4, TCM3,)	MCTC	Area wide Public Awareness Programs		Funding is allocated through the annual budget process and documented in MCTC's OWP. \$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.); Rideshare promotion; Providing resources for the Commute Solutions program to employers; 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 expansion of previous accomplishments through participation in the Rideshare Program with COFCG.	Public awareness programs are not programmed in the TIP. MCTC expanded public outreach by developing a newsletter and website. Newsletters can be downloaded from the following address: http://www.maderactc.org/news.html . Additionally, MCTC developed a Public Participation Plan, which was approved in May 2004. 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	MAD217004	In City of Madera; reconstruct & widen existing 2 lane street to provide raised median, bike lane, sidewalks, & install 2 traffic signals.	4 intersections on Cleveland Ave. were upgraded to improve traffic flow. 2 intersections were revised to accommodate left/right turn lanes and 2 intersections received new signals. The timing of each signal was optimized. This project was completed in October 2003. Traffic volumes on the corridor will continue to be monitored and final signal coordination will be done in the future, when warranted. The City of Madera reviews its signal systems (4 or more contiguous) in accordance with the FTIP CMAQ programming cycle. Signal coordination is not warranted on Cleveland Ave. at this time.	Complete
		Gateway Drive: coordinate five signals	not specified	not specified	2002	MAD202045	In Madera, Gateway Drive from 4th Street to Olive Avenue: signal coordination	Project Completed November 2005.	Complete
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. Schnoor Avenues.	This project was not included in the TIP. The bus pullout project on the N.W. corner of Cleveland and Schnoor was locally funded and completed in June 2002.	Complete

*Madera County Transportation Commission
2008 Air Quality Conformity Analysis for the 2013 FTIP, as amended, and 2011 RTP*

ADDITIONAL PROJECTS IDENTIFIED									
MA3.5	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 and newsletters have regular articles documenting the benefits of alternative commenting methods. Over 500 subscribers (including every Madera business with 30 or more employees) receive each newsletter. 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.
MA3.9	MCTC	Encourage merchants and employers to subsidize the cost of transit for employees		Funding is allocated through the annual budget process.			Provide outreach services annually	The Transit Subsidy Outreach Program is not programmed in the TIP. The MCTC website and newsletters have regular articles documenting the benefits of alternative commenting methods. Over 500 subscribers (including every Madera business with 30 or more employees) receive each newsletter. MCTC continues to provide Transit Subsidy information through the Public Awareness Program.	MCTC continues to provide Transit Subsidy Information through the Public Awareness Program. In November of 2010 MCTC joined the California Vanpool Authority as a sponsor of the CalVans program.
MA5.3	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
MA9.3	City of Chowchilla	Bicycle/Pedestrian Program		Local		N/A	In Chowchilla, Class II Bike lane on Avenue 26 from Road 16 1/2 to Fig Tree Road	Project Completed September 2002.	Complete
MA5.3	Madera County	Reduce Traffic Congestion at Major Intersections		Local		N/A	In Coarsegold, Installed traffic signal at Chukchansi 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		N/A	Installed traffic signals at SR 99/Ave 12	Project Completed in 2009.	Complete
				SHOPP		N/A	Installed traffic signal at SR 41/Yosemite Springs Parkway	Project Completed in May 2009	Complete
				HSIP		N/A	Installed traffic signal at Lanes Bridge Dr./Childrens 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 right 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
MA9.3	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 Nishimoto Schools in Madera county	Project Completed in 2011	Complete
MA5.3	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 Schnoor/Foxglove	Project Completed June 2004.	Complete
				Local		N/A	In Madera, Installed traffic signal at Schnoor/Sunset		Complete
				Local		N/A	In Madera, traffic signal modifications at Stadium Rd./Pecan Ave.	Project Completed September 2008.	Complete
MA9.3	City of Madera	Bicycle/Pedestrian Program		Local		N/A	Class I Bike Path- Fresno River Trail - Schnoor to Granada	Project completed in 2002.	Complete
				Local		N/A	Class I Bike Path- Fresno River Trail - Granada to Westberry	Project completed in 2005.	Complete
				Local		N/A	Class II Bike Lane - Cleveland Ave from Sharon to Raymond	Project completed in 2005.	Complete
				Local		N/A	Class II Bike Lane - Stadium Road n/o Pecan	Project completed in 2005.	Complete
				Local		N/A	Fresno River Trail Undercrossing at D & Lake Street	Project completed August 2008.	Complete
				Local		N/A	Fresno River Trail Bike and Pedestrian Trail; Calss 1 Bike and Undercrossing	Project completed in 2010	Complete
				Local		N/A	Schnoor Bridge Fresno River Trailer	Project completed in 2012	Complete

*Madera County Transportation Commission
2008 Air Quality Conformity Analysis for the 2013 FTIP, as amended, and 2011 RTP*

RACM Commitment	Agency	Measure Title	Measure Description (not verbatim)	Implementation Status (as of 5/12)	2013 Conformity Update, 2008 Ozone Standard (as of 2/13)
MA3.5	MCTC	Preferential Parking for Carpools and Vanpools	Encourage the establishment of preferential parking for carpools and vanpools annually	MCTC has an ongoing public awareness program that utilizes the GO Madera Newsletter and the MCTC Website. See Project TID Table.	The MCTC Public Awareness program is an ongoing annual program.
MA3.9	MCTC	Encourage merchants and employers to subsidize the cost of transit for employees	Provide outreach services annually	MCTC has an ongoing public awareness program that utilizes the GO Madera Newsletter and the MCTC Website. See Project TID Table.	The MCTC Public Awareness program is an ongoing annual program.
MA5.3	Chowchilla	Reduce Traffic Congestion at Major Intersections	Improve intersections projected to experience congestion	Chowchilla identified and implemented a traffic signal project on Robertson Blvd. See Project TID Table.	Chowchilla has not identified or implemented any Traffic Signal Projects since the date of the last report.
MA9.3	Chowchilla	Bicycle/Pedestrian Program	Implement City Bike Plan	Chowchilla identified and implemented a bike lane project on Ave 26. See Project TID Table.	Chowchilla has not identified or implemented any Bike/Pedestrian projects since the date of the last report.
MA5.3	Madera County	Reduce Traffic Congestion at Major Intersections	Improve intersections projected to experience congestion	The County has identified and implemented several traffic signal projects since 2002. See Project TID Table. The County identified and implemented a traffic signal project on SR 41. The County identified and implemented two additional traffic signal projects. See Project TID Table.	The County has not identified or implemented any Traffic Signal Projects since the date of the last report.
MA9.3	Madera County	Bicycle/Pedestrian Program	Implement County Bike Plan	The County has identified and implemented several bicycle and pedestrian facilities projects. The County identified and implemented two bicycle and pedestrian projects on Road 36. The County has identified and implemented one additional Bike/Pedestrian project. See Project TID Table.	The County has not identified or implemented any Bike/Pedestrian projects since the date of the last report.
MA5.3	City of Madera	Reduce Traffic Congestion at Major Intersections	Continue intersection improvements to reduce traffic congestion at major intersections	Madera has identified and implemented several traffic signal projects since 2002. See Project TID Table. Traffic conditions are determined by staff using traffic counts, traffic flow, and accident history. Madera has identified and implemented a traffic signal project on Sunset Ave. See Project TID Table.	Madera has not identified and implemented a traffic signal modification project since the date of last report.
MA9.3	City of Madera	Bicycle/Pedestrian Program	Implement City Bike Plan	Madera has identified and implemented several bicycle and pedestrian facilities projects. Madera identified and implemented two additional Bike/Pedestrian facility project. See Project TID Table.	Madera has not identified or implemented any Bike/Pedestrian projects since the date of the last report.

APPENDIX F

PUBLIC HEARING PROCESS DOCUMENTATION

**NOTICE OF PUBLIC HEARING AND COMMENT PERIOD FOR THE
DRAFT 2008 OZONE CONFORMITY ANALYSIS**

NOTICE IS HEREBY GIVEN that the Madera County Transportation Commission (MCTC) will hold a public hearing on April 17, 2013, at 3:00 p.m., located at 2001 Howard Rd. Ste. 201 Madera, Ca 93637 regarding the Draft 2008 Ozone Conformity Analysis. The purpose of this public hearing is to receive public comments on these documents.

The 2008 Ozone Conformity Analysis contains the documentation to support a finding that the 2013 FTIP, as amended, and 2011 RTP, as amended meet the air quality conformity requirements for ozone and particulate matter.

Individuals with disabilities may call Dylan Stone at (559) 675-0721 (with 72 hours advance notice) to request auxiliary aids necessary to participate in the public hearing. Translation services are available (with 72 hours advance notice) to participants speaking any language with available professional translation services.

A concurrent 30-day public review and comment period will commence on March 29, 2013, and conclude on April 29, 2013. The draft documents are available for review at the MCTC office, located at 2001 Howard Rd. Ste. 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 5 p.m. on April 29, 2013 to Dylan Stone at the address below.

After considering the comments, the documents will be considered for adoption, by resolution, by the MCTC Policy Board at a regularly scheduled meeting to be held on May 22, 2013. The documents will then be submitted to state and federal agencies for approval.

Contact Person: Dylan Stone, Transportation Planner
2001 Howard Rd. Ste. 201 Madera, Ca 93637
(559) 675-0721
dylan@maderactc.org

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BEFORE
THE COMMISSIONERS OF THE MADERA COUNTY TRANSPORTATION COMMISSION
COUNTY OF MADERA, STATE OF CALIFORNIA

In the matter of)	Resolution No. 13-04
MCTC 2008 OZONE)	
CONFORMITY ANALYSIS)	
<hr style="width: 50%; margin-left: 0;"/>		

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

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

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

WHEREAS, a 2011 Regional Transportation Plan (and pending amendment, if applicable) has been prepared in full compliance with federal guidance; and

WHEREAS, a 2011 Regional Transportation Plan (and pending amendment, if applicable) 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 2013 Federal Transportation Improvement Program, as amended (2013 FTIP, as amended) 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 2013 FTIP, as amended program listing is consistent with: 1) the 2011 Regional Transportation Plan (and pending amendment, if applicable); 2) the 2012 State Transportation Improvement Program; and 3) the 2008 Ozone Conformity Analysis; and

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

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

WHEREAS, projects submitted in the 2013 FTIP, as amended 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

13-04

1 WHEREAS, the 2008 Ozone Conformity Analysis supports a finding that the 2013 FTIP, as
2 amended and 2011 RTP (and pending amendment, if applicable) meet the air quality conformity requirements for
3 ozone and particulate matter; and

4
5 WHEREAS, the 2008 Ozone Conformity Analysis relies on the federally approved previous
6 emissions analysis for carbon monoxide, PM-10 and PM2.5; and

7
8 WHEREAS, the 2011 RTP (and pending amendment, if applicable) and 2013 FTIP, as amended do
9 not interfere with the timely implementation of the Transportation Control Measures; and

10
11 WHEREAS, the 2011 RTP (and pending amendment, if applicable) and 2013 FTIP, as amended
12 conforms to the applicable SIPs; and

13
14 WHEREAS, the documents have been widely circulated and reviewed by MCTC advisory
15 committees representing the technical and management staffs of the member agencies; representatives of other
16 governmental agencies, including State and Federal; representatives of special interest groups; representatives of the
17 private business sector; and residents of Madera County consistent with public participation process adopted by
18 MCTC; and

19
20 WHEREAS, a public hearing was conducted on April 17, 2013 to hear and consider comments on
21 the 2008 Ozone Conformity Analysis;

22
23 NOW, THEREFORE, BE IT RESOLVED, that MCTC adopts the 2008 Ozone Conformity
24 Analysis.

25
26 BE IT FURTHER RESOLVED, that the MCTC finds that the 2011 RTP (and pending
27 amendment, if applicable) and 2013 FTIP, as amended are in conformity with the requirements of the Federal Clean
28 Air Act Amendments and applicable State Implementation Plans for air quality.

29
30 THE FOREGOING RESOLUTION was passed and adopted by MCTC this 22nd day of May 2013.

31
32 The foregoing resolution was adopted by the MCTC Policy Board this 22 day of May, 2013 by the
33 following vote:

34
35
36 Commissioner Frazier voted: Yes
37 Commissioner Hebert voted: Yes
38 Commissioner Poythress voted: Yes
39 Commissioner Rodriguez voted: Yes
40 Commissioner Rogers voted: Yes
41 Commissioner Wheeler voted: Yes

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47 Chairman, Madera County Transportation Commission

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51 Executive Director, Madera County Transportation Commission

APPENDIX G

RESPONSE TO PUBLIC COMMENTS

No comments received in regards to the

*DRAFT 2008 OZONE CONFORMITY ANALYSIS FOR THE FEDERALLY APPROVED 2013
FEDERAL TRANSPORTATION IMPROVEMENT, AS AMENDED AND 2011 REGIONAL
TRANSPORTATION PLAN*