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**2021 CONFORMITY ANALYSIS  
FOR THE 2021 FEDERAL TRANSPORTATION IMPROVEMENT  
AND THE 2018 REGIONAL TRANSPORTATION PLAN**

JUNE 23, 2021

MADERA COUNTY TRANSPORTATION COMMISSION

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## EXECUTIVE SUMMARY

This report presents the 2021 Conformity Analysis for the 2021 Federal Transportation Improvement Program (2021 FTIP) and 2018 Regional Transportation Plan (2018 RTP). The 2021 Conformity Analysis is a conformity redetermination for the 2021 FTIP and 2018 RTP with no project changes due to anticipated availability of new transportation conformity budgets in the 2018 PM2.5 Plan, as described below. Madera County Transportation Commission (MCTC) is the designated Metropolitan Planning Organization (MPO) in Madera County, California, and is responsible for regional transportation planning.

The 2018 PM2.5 Plan addressing 1997, 2006 and 2012 PM2.5 standards was adopted by the San Joaquin Valley Air District on November 15, 2018 and California Air Resources Board on January 24, 2019 and subsequently submitted for EPA review. On March 27, EPA published a proposed rule approving portions of the 2018 PM2.5 Plan, including the 2006 PM2.5 conformity budgets and trading mechanism. Final rule on sections that pertain to 2006 24-hour PM2.5 standard Serious area nonattainment was released on July 22, 2020; therefore, this conformity analysis incorporates new 2018 PM2.5 SIP budgets for the 2006 24-hour PM2.5 standards. In the summer of 2021, EPA published proposed approval of the moderate area SIP budgets for the 2012 PM2.5 standard contained in the 2016 Moderate Area PM2.5 Plan and portions of the 2018 PM2.5 plan that pertain to the moderate requirements for the 2012 PM2.5 standard. Final federal action is anticipated this fall. The remaining components of the 2018 PM2.5 Plan addressing the 1997 and 2012 PM2.5 serious nonattainment area requirements are currently undergoing EPA review. Should EPA act on these additional SIP elements, this conformity analysis includes an “upcoming budget test” to address conformity to the budgets anticipated to be available by end of this year.

This analysis demonstrates that the criteria specified in the transportation conformity regulations for a conformity determination are satisfied by the 2021 FTIP and the 2018 RTP; a finding of conformity is therefore supported. The 2021 Conformity Analysis was approved by the MCTC Policy Board on June 23, 2021. Federal approval is anticipated on or before August 14, 2021. FHWA/FTA last issued a finding of conformity for 2021 FTIP and the 2018 RTP, as amended if applicable, on April 16, 2021.

The 2021 FTIP and the 2018 RTP 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<sub>2.5</sub>); and has a maintenance plan for particulate matter under 10 microns in diameter (PM-10). Therefore, transportation plans and programs for the nonattainment areas for Madera County area must satisfy the requirements of the Federal transportation conformity regulation. Note that the urbanized/metropolitan areas of Kern, Fresno, Stanislaus, and San Joaquin Counties have attained the CO standard and maintained attainment for 20 years. In accordance with Section 93.102(b)(4), conformity requirements for the CO standard stop applying 20 years after EPA approves an attainment redesignation request or as of June 1, 2018. Therefore, future conformity analysis for the TIP and RTP no longer include a CO conformity demonstration.

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

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

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

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

## CONFORMITY TESTS

The conformity tests specified in the Federal transportation conformity regulation are: (1) the emissions budget test, and (2) the interim emission test. For the emissions budget test, predicted emissions for the TIP/RTP must be less than or equal to the motor vehicle emissions budget specified in the approved air quality implementation plan or the emissions budget found to be adequate for transportation conformity purposes. If there is no approved air quality plan for a pollutant for which the region is in nonattainment or no emission budget has been found to be adequate for transportation conformity purposes, the interim emission test applies. Chapter 1 summarizes the applicable air quality implementation plans and conformity tests for ozone, PM-10, and PM2.5.

## RESULTS OF THE CONFORMITY ANALYSIS

A regional emissions analysis was conducted for the years 2021, 2022, 2023, 2024, 2025, 2026, 2029, 2031, 2037 and 2042 for each applicable pollutant. All analyses were conducted using the latest planning assumptions and emissions models. The major conclusions of the 2021 Conformity Analysis for the 2021 FTIP and 2018 RTP are:

- For 2008 and 2015 8-Hour Ozone, the total regional on-road vehicle-related emissions (ROG and NOX) associated with implementation of the 2021 FTIP and the 2018 RTP for all years tested are projected to be less than the approved emissions budgets specified in the *2018 Updates to the California State Implementation Plan for the San Joaquin Valley* (2018 SIP update). The conformity tests for Ozone are therefore satisfied.
- For PM-10, the total regional vehicle-related emissions (PM-10 and NOX) associated with implementation of the 2021 FTIP and the 2018 RTP for all years tested are either (1) projected to be less than the approved emissions budgets, or (2) less than the emission budgets using the approved PM-10 and NOX trading mechanism for transportation conformity purposes from the *2007 PM-10 Maintenance Plan (as revised in 2015)*. The conformity tests for PM-10 are therefore satisfied.
- For the 1997 Annual and 24-Hour Standards, the total regional on-road vehicle-related emissions associated with implementation of the 2021 FTIP and the 2018 RTP for the analysis years are either (1) projected to be less than the approved emission budgets, or (2) less than the emission budgets using the approved PM2.5 and NOX trading mechanism for transportation conformity purposes from the *2008 PM2.5 Plan (as revised in 2011)*. In addition, this conformity analysis includes an “upcoming budget test” demonstrating conformity to the transportation conformity budgets contained in the 2018 PM2.5 Plan for the 1997 PM2.5 serious area requirements. The conformity tests for 1997 PM2.5 Standards are therefore satisfied.

- For the 2006 24-hour PM<sub>2.5</sub> Standard, the total regional on-road vehicle-related emissions associated with implementation of the 2021 FTIP and the 2018 RTP 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<sub>2.5</sub> and NOX trading mechanism for transportation conformity purposes from the *2018 Plan for the 1997, 2006, and 2012 PM<sub>2.5</sub> Standards (2018 PM<sub>2.5</sub> Plan)*. The conformity tests for the 2006 PM<sub>2.5</sub> Standard are therefore satisfied.
- For the 2012 annual PM<sub>2.5</sub> standard, the total regional on-road vehicle-related emissions associated with implementation of the 2021 FTIP and the 2018 RTP 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<sub>2.5</sub> and NOX trading mechanism for transportation conformity purposes from the *2008 PM<sub>2.5</sub> Plan (as revised in 2011)*. In addition, this conformity analysis includes an “upcoming budget test” demonstrating conformity to the moderate (2022) budgets contained in the *2018 Plan for the 1997, 2006, and 2012 PM<sub>2.5</sub> Standards (2018 PM<sub>2.5</sub> Plan)* and to the budgets contained in the 2018 PM<sub>2.5</sub> Plan for serious area requirements. The conformity tests for the 2012 PM<sub>2.5</sub> Standard are therefore satisfied.

The 2021 FTIP and the 2018 RTP 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 2021 Conformity Analysis on June 23, 2021. 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 2021 Conformity Analysis for and the 2021 FTIP and 2018 RTP was prepared based on these criteria and tests. Presented first is a review of the development of the applicable conformity regulation and guidance procedures, followed by summaries of conformity regulation requirements, air quality designation status, conformity test requirements, and analysis years for the Conformity Analysis.

MCTC is the designated Metropolitan Planning Organization (MPO) for Madera County in the San Joaquin Valley. As a result of this designation MCTC prepares the TIP, RTP, and associated conformity analyses. The TIP serves as a detailed four-year (FY 2020/21 – 2023/24) programming document for the preservation, expansion, and management of the transportation system. The 2018 RTP has a 2042 horizon that provides the long term direction for the continued implementation of the freeway/expressway plan, as well as improvements to arterial streets, transit, and travel demand management programs. The TIP and RTP include capacity enhancements to the freeway/expressway system commensurate with available funding.

### **A. FEDERAL AND STATE CONFORMITY REGULATIONS**

#### **CLEAN AIR ACT AMENDMENTS**

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

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

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

## FEDERAL RULE

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

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

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

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

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

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

## MULTI-JURISDICTIONAL GUIDANCE

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

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

With respect to PM2.5, the Transportation Conformity Rule PM2.5 and PM10 Amendments published on March 24, 2010 effectively incorporates the “multi-jurisdictional” guidance directly into the rule. The Rule allows MPOs to make independent conformity determinations for their plans and TIPs as long as all of the other subareas in the nonattainment area have conforming transportation plans and TIPs in place at the time of each MPO and DOT conformity determination.

## **DISTRICT RULE**

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

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

## **B. CONFORMITY REGULATION REQUIREMENTS**

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

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

making conformity determinations. The budget must be used on or after the effective date of EPA's adequacy finding or approval.

2) *Methods / Modeling:*

*Latest Planning Assumptions* — Section 93.110 specifies that conformity determinations must be based upon the most recent planning assumptions in force at the time the conformity analysis begins. This is defined as “the point at which the MPO begins to model the impact of the proposed transportation plan or TIP on travel and/or emissions. New data that becomes available after an analysis begins is required to be used in the conformity determination only if a significant delay in the analysis has occurred, as determined through interagency consultation” (EPA, 2010b). All analyses for the Conformity Analysis were conducted using the latest planning assumptions and emissions models in force at the time the conformity analysis started in September 2020 (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. EPA has approved EMFAC2017 for conformity use on August 15, 2019 and the final rule started the two-year grace period to transition to the new emissions model for use in conformity demonstrations. Therefore, EMFAC2014 continued to be used in this conformity analysis as documented in Chapter 3. EPA issued a federal register notice on December 14, 2015 formally approving EMFAC2014 for use in conformity determinations. On November 20, 2019, California Air Resources Board (CARB) released “EMFAC Off-Model Adjustment Factors to Account for the SAFE Vehicles Rule Part One” for use in regional conformity analyses. On March 12, 2020, EPA concurred on the use of CARB's EMFAC off-model adjustment factors in conformity demonstrations. On April 30, EPA and NHTSA published SAFE Vehicles Rule for Model Years 2021-2026 Passenger Cars and Light Trucks (Final SAFE Rule) rolling back federal fuel economy standards. On June 26, 2020 CARB issued a public notice stating that EMFAC adjustments released in November continue to be suitable for conformity purposes. The 2021 Conformity Analysis for the 2021 FTIP Amendment and 2018 RTP incorporates these adjustments.

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

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

MPOs are required to provide reasonable opportunity for consultation with State air agencies, local air quality and transportation agencies, the USDOT and EPA (Section 93.105(a)(1)).

MPOs are required to establish a proactive public involvement process, which provides opportunity for public review and comment prior to taking formal action on a conformity determination (Section 93.105(e)).

The TIP, RTP, and corresponding conformity determinations are prepared by each MPO. Copies of the draft documents are provided to member agencies and others, including FHWA, Federal

Transit Administration (FTA), EPA, Caltrans, CARB, and the Air District for review. The conformity analysis is required to be publicly available and an opportunity for public review and comment is provided. 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.

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 2021 Conformity Analysis for the 2021 FTIP and 2018 RTP includes analyses of existing and future air quality impacts for each applicable pollutant.

The San Joaquin Valley is currently designated as nonattainment for the National Ambient Air Quality Standard (NAAQS) for 8-Hour Ozone (revoked 1997, 2008 and 2015 standards), particulate matter under 2.5 microns in diameter (PM<sub>2.5</sub>) (1997, 2006 and 2012 standards); and has a maintenance plan for particulate matter under 10 microns in diameter (PM-10). Note that the urbanized/metropolitan areas of Kern, Fresno, Stanislaus and San Joaquin Counties have attained the CO standard and maintained attainment for 20 years. In accordance with Section 93.102(b)(4), conformity requirements for the CO standard stop applying 20 years after EPA approves an attainment redesignation request or as of June 1, 2018. Therefore, future conformity analyses no longer include a CO conformity demonstration.

State Implementation Plans have been prepared to address ozone, PM-10 and PM<sub>2.5</sub>:

- The 2016 Ozone Plan (2008 standard) was adopted by the Air District on June 16, 2016 and subsequently adopted by ARB on July 21, 2016. EPA found the new ozone budgets adequate on June 29, 2017 (effective July 14, 2017). In response to recent court decisions regarding the baseline RFP year, ARB adopted the revised 2008 ozone conformity budgets as part of the *2018 Updates to the California State Implementation Plan* (2018 SIP Update) on October 25, 2018. EPA approved the 2016 Ozone Plan and the budgets on March 25, 2019.
- The 2007 PM-10 Maintenance Plan (as revised in 2015) was approved by EPA on July 8, 2016 (effective September 30, 2016).
- The 2008 PM<sub>2.5</sub> Plan (1997 Standard), as revised in 2011, was approved by EPA on November 9, 2011 (effective January 9, 2012).

- The 2016 PM<sub>2.5</sub> Plan (2012 Standard, moderate) and portions of the 2018 PM<sub>2.5</sub> Plan were proposed to be approved by EPA in the summer of 2021. Final action is anticipated this fall.
- The 2018 PM<sub>2.5</sub> Plan was partially approved by EPA on July 22, 2020 (effective as of publication) inclusive of the revised conformity budgets and trading mechanism for the 2006 24-hr PM<sub>2.5</sub> standard. The remaining portions of the 2018 PM<sub>2.5</sub> Plan pertaining to the serious 1997 annual and 24-hour and 2012 annual PM<sub>2.5</sub> standards are expected to be finalized by end of this year or early next year.

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

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

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

On November 13, 2009, EPA published Air Quality Designations for the 2006 24-hour PM<sub>2.5</sub> 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<sub>2.5</sub> 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<sub>2.5</sub> nonattainment area boundary for the San Joaquin Valley is exactly the same as the nonattainment area boundary for the 1997 annual PM<sub>2.5</sub> standard.

EPA's nonattainment area designations for the new 2012 PM<sub>2.5</sub> 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<sub>2.5</sub> standards nonattainment area boundary for the San Joaquin Valley are exactly the same as the nonattainment area boundary for the 1997 annual PM<sub>2.5</sub> standard.

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

#### **D. CONFORMITY TEST REQUIREMENTS**

The conformity (Section 93.109(c)–(k)) rule requires that either a table or text description be provided that details, for each pollutant and precursor, whether the interim emissions tests and/or the budget test apply for conformity. In addition, documentation regarding which emissions budgets have been found adequate by EPA, and which budgets are currently applicable for what analysis years is required.

Specific conformity test requirements established for the San Joaquin Valley nonattainment areas for ozone, and particulate matter are summarized below.

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

#### **OZONE (2008 AND 2015 STANDARDS)**

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

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

On March 25, 2019, EPA published a final rule approving the 2008 ozone conformity budgets and the *2018 Updates to the California State Implementation Plan*. The EPA final rule identified both

reactive organic gases (ROG) and nitrogen oxides (NOx) subarea budgets in tons per average summer day for each MPO in the nonattainment area.

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

The conformity budgets from Table 1 of the March 25, 2019 Federal Register are provided in Table 1-1 below. These budgets will be used to compare to emissions resulting from the 2021 FTIP and the 2018 RTP.

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

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

<sup>(4)</sup>Note that 2008 ozone budgets were established by rounding up each county's emissions totals to the nearest tenth of a ton.

### PM-10

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



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

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

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

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

<sup>(a)</sup>Kern County subarea includes only the portion of Kern County within the San Joaquin Valley Air Basin.

<sup>(b)</sup>Note that EPA did not take action on the 2005 budgets of the 2007 PM10 Maintenance Plan (as revised in 2015). These budgets are not in the timeframe of this conformity analysis.

## PM2.5

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

The 2016 PM2.5 Plan addressing moderate area requirements for the 2012 PM2.5 standard was adopted by the San Joaquin Valley Air District on September 15, 2016. The 2018 PM2.5 Plan addressing 1997, 2006 and 2012 PM2.5 standards was adopted by the San Joaquin Valley Air

District on November 15, 2018 and California Air Resources Board on January 24, 2019, and subsequently submitted for EPA review together with the 2016 PM<sub>2.5</sub> Plan and reclassification to serious request. On March 27, EPA published a proposed rule approving portions of the 2018 PM<sub>2.5</sub> Plan, including the 2006 PM<sub>2.5</sub> conformity budgets and trading mechanism. Final rule on sections that pertain to 2006 24-hour PM<sub>2.5</sub> standard Serious area nonattainment was released on July 22, 2020 (effective as of publication), therefore this conformity analysis incorporates new 2018 PM<sub>2.5</sub> SIP budgets for the 2006 24-hour PM<sub>2.5</sub> standard.

Given that EPA may act on the 2016 PM<sub>2.5</sub> Plan and the remaining components of the 2018 PM<sub>2.5</sub> Plan prior to federal approval of the 2021 conformity analysis, the new transportation conformity budgets addressing the 1997 and 2012 moderate and serious PM<sub>2.5</sub> standards are also included in this conformity analysis (“upcoming budget test”).

*1997 (24-hour and annual) and 2012 (annual) PM<sub>2.5</sub> Standards*

The 2008 PM<sub>2.5</sub> Plan for the 1997 PM<sub>2.5</sub> standard (as revised in 2011) was approved by EPA on November 9, 2011, which contains motor vehicle emission budgets for PM<sub>2.5</sub> and NO<sub>x</sub> established based on average annual daily emissions, as well as a trading mechanism. The motor vehicle emissions budget for PM<sub>2.5</sub> includes directly emitted PM<sub>2.5</sub> motor vehicle emissions from tailpipe, brake wear and tire wear. VOC, SO<sub>x</sub>, ammonia, and dust (from paved roads, unpaved roads, and road construction) were found to be insignificant and not included in the motor vehicle emission budgets for conformity purposes. The conformity budgets from Table 5 of the November 9, 2011 Federal Register are provided in Table 1-3 below and will be used to compare emissions resulting from the 2021 FTIP and the 2018 RTP.

In accordance with Section 93.109(i)(3) of the conformity rule, if a 2012 PM<sub>2.5</sub> nonattainment area has adequate or approved SIP budgets that address the annual 1997 PM<sub>2.5</sub> standards, it must use the budget test until new 2012 PM<sub>2.5</sub> standard budgets are found adequate or approved. The attainment year of 2021 will be modeled. For this Conformity Analysis, the SJV will conduct determinations for subarea emission budgets as established in the 2008 PM<sub>2.5</sub> (1997 Standard) Plan.

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

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

County	2012 <sup>(a)</sup>		2014	
	PM2.5	NOx	PM2.5	NOx
Fresno	1.5	35.7	1.1	31.4
Kern (SJV)	1.9	48.9	1.2	43.8
Kings	0.4	10.5	0.3	9.3
Madera	0.4	9.2	0.3	8.1
Merced	0.8	19.7	0.6	17.4
San Joaquin	1.1	24.5	0.9	21.6
Stanislaus	0.7	16.7	0.6	14.6
Tulare	0.7	15.7	0.5	13.8

<sup>(a)</sup> 2012 budgets are not in the timeframe of this conformity analysis.

The 2008 PM2.5 SIP includes a trading mechanism that allows trading from the motor vehicle emissions budget for the PM2.5 precursor NOx to the motor vehicle emissions budget for primary PM-2.5 using a 9 to 1 ratio. The trading mechanism allows the agencies responsible for demonstrating transportation conformity in the San Joaquin Valley to supplement the applicable budget for PM-2.5 with a portion of the applicable corresponding budget for NOx, and use these adjusted motor vehicle emissions budgets for PM2.5 and NOx to demonstrate transportation conformity with the PM-2.5 SIP for analysis years after 2014. As noted above, EPA approved the 2008 PM2.5 Plan (as revised in 2011) on November 9, 2011, which includes approval of the trading mechanism. To ensure that the trading mechanism does not impact the ability to meet the NOx budget, the NOx emission reductions available to supplement the PM2.5 budget shall only be those remaining after the NOx budget has been met.

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

*2006 24-Hour PM2.5 Standard*

The 2018 PM2.5 Plan addressing 1997, 2006 and 2012 PM2.5 standards was adopted by the San Joaquin Valley Air District on November 15, 2018 and California Air Resources Board on January 24, 2019. On March 27, EPA published a proposed rule approving portions of the 2018 PM2.5 Plan, including the 2006 PM2.5 conformity budgets and trading mechanism. Final rule on sections that pertain to 2006 24-hour PM2.5 standard Serious area nonattainment was published on July 22, 2020. Therefore, the conformity analysis for the 2021 FTIP and 2018 RTP incorporates new transportation conformity budgets and the new attainment year of 2024 for 2006 24-hour PM2.5 standards.

The 2018 PM2.5 Plan for the 2006 PM2.5 standard contains motor vehicle emission budgets for PM2.5 and NOx established based on average winter daily emissions, as well as a trading mechanism. The motor vehicle emissions budget for PM2.5 includes directly emitted PM2.5 motor vehicle emissions from tailpipe, brake wear and tire wear. VOC, SOx, ammonia, and dust (from paved roads, unpaved roads, and road construction) were found to be insignificant and not included in the motor vehicle emission budgets for conformity purposes. The conformity budgets from the March 27, 2020 Federal Register, Table 14 are provided in Table 1-4 below and will be used to compare emissions resulting from the 2021 FTIP and the 2018 RTP.

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

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

The 2018 PM2.5 SIP includes a trading mechanism that allows trading from the motor vehicle emissions budget for the PM2.5 precursor NOx to the motor vehicle emissions budget for primary PM-2.5 using a 2 to 1 ratio. The trading mechanism allows the agencies responsible for demonstrating transportation conformity in the San Joaquin Valley to supplement the applicable budget for PM2.5 with a portion of the applicable corresponding budget for NOx, and use these adjusted motor vehicle emissions budgets for PM2.5 and NOx to demonstrate transportation conformity with the PM2.5 SIP. As noted above, EPA approved the 2018 PM2.5 Plan budgets and the trading mechanism for 2006 24-hr PM2.5 standards on July 22, 2020 (effective as of publication).

*“Upcoming Budget Test” to the 1997 Annual and 24-Hour PM2.5 Standards*

The 2018 PM2.5 Plan contains motor vehicle emission budgets for PM2.5 and NOx established based on average annual daily emissions, as well as a trading mechanism. The motor vehicle emissions budget for PM2.5 includes directly emitted PM2.5 motor vehicle emissions from tailpipe, brake wear and tire wear. VOC, SOx, ammonia, and dust (from paved roads, unpaved roads, and road construction) were found to be insignificant and not included in the motor vehicle emission budgets for conformity purposes. The applicable conformity budgets are

provided in Table 1-5 for the 1997 annual and 24-hour PM2.5 standards and will be used to compare emissions resulting from the 2021 FTIP and the 2018 RTP (as amended).

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

County	2020	
	PM2.5	NOx
Fresno	0.9	25.3
Kern (SJV)	0.8	23.3
Kings	0.2	4.8
Madera	0.2	4.2
Merced	0.3	8.9
San Joaquin	0.6	11.9
Stanislaus	0.4	9.6
Tulare	0.4	8.5

The 2018 PM2.5 SIP includes a trading mechanism that allows trading from the motor vehicle emissions budget for the PM2.5 precursor NOx to the motor vehicle emissions budget for primary PM2.5 using a 6.5 to 1 ratio on an annual basis. The trading mechanism allows the agencies responsible for demonstrating transportation conformity in the San Joaquin Valley to supplement the applicable budget for PM2.5 with a portion of the applicable corresponding budget for NOx, and use these adjusted motor vehicle emissions budgets for PM2.5 and NOx to demonstrate transportation conformity with the 2018 PM2.5 SIP. To ensure that the trading mechanism does not impact the ability to meet the NOx budget, the NOx emission reductions available to supplement the PM2.5 budget shall only be those remaining after the NOx budget has been met.

*“Upcoming Budget Test” to the 2012 PM2.5 Standards (Moderate and Serious)*

The 2016 Moderate Area Plan for the 2012 PM2.5 Standard (2016 PM2.5 Plan) and portions of the 2018 PM2.5 Plan pertaining to the moderate nonattainment requirements were proposed to be approved by EPA in the summer of 2021 with final action expected this fall. The transportation conformity budgets addressing serious area nonattainment requirements for the 2012 PM2.5 standard in the 2018 PM2.5 Plan are expected to be available in late 2021 or early 2022. The 2018 PM2.5 Plan contains motor vehicle emission budgets for PM2.5 and NOx established based on average annual daily emissions, as well as a trading mechanism. The motor vehicle emissions budget for moderate and serious PM2.5 includes directly emitted PM2.5

motor vehicle emissions from tailpipe, brake wear and tire wear. VOC, SO<sub>x</sub>, 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 2018 PM<sub>2.5</sub> SIP conformity budgets from the Federal Register are provided in Table 1-6 below to address moderate nonattainment requirements. Table 1-7 provides budgets for demonstrating conformity to serious area 2012 PM<sub>2.5</sub> standard nonattainment. These budgets will be used to compare emissions resulting from the 2021 FTIP and the 2018 RTP.

**Table 1-6:  
 On-Road Motor Vehicle 2012 (annual) PM<sub>2.5</sub> Standard Emissions Budgets  
 (Moderate)**  
 (tons per average annual day)

County	2022	
	PM <sub>2.5</sub>	NO <sub>x</sub>
Fresno	0.9	21.2
Kern (SJV)	0.8	19.4
Kings	0.2	4.1
Madera	0.2	3.5
Merced	0.3	7.6
San Joaquin	0.6	10.0
Stanislaus	0.4	8.1
Tulare	0.4	6.9

**Table 1-7:  
 On-Road Motor Vehicle 2012 (annual) PM<sub>2.5</sub> Standard Emissions Budgets  
 (Serious)**  
 (tons per average annual day)

County	2022		2025	
	PM <sub>2.5</sub>	NO <sub>x</sub>	PM <sub>2.5</sub>	NO <sub>x</sub>
Fresno	0.9	21.2	0.8	14.3
Kern (SJV)	0.8	19.4	0.8	12.8
Kings	0.2	4.1	0.2	2.7
Madera	0.2	3.5	0.2	2.3
Merced	0.3	7.6	0.3	5.0
San Joaquin	0.6	10.0	0.6	6.9
Stanislaus	0.4	8.1	0.4	5.6

Tulare	0.4	6.9	0.4	4.7
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The 2018 PM2.5 SIP includes a trading mechanism that allows trading from the motor vehicle emissions budget for the PM2.5 precursor NOx to the motor vehicle emissions budget for primary PM2.5 using a 6.5 to 1 ratio on an annual basis. The trading mechanism allows the agencies responsible for demonstrating transportation conformity in the San Joaquin Valley to supplement the applicable budget for PM2.5 with a portion of the applicable corresponding budget for NOx and use these adjusted motor vehicle emissions budgets for PM2.5 and NOx to demonstrate transportation conformity with the 2018 PM2.5 SIP. To ensure that the trading mechanism does not impact the ability to meet the NOx budget, the NOx emission reductions available to supplement the PM2.5 budget shall only be those remaining after the NOx budget has been met.

**E. ANALYSIS YEARS**

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

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

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

Section 93.118(d)(2) indicates that the regional emissions analysis may be performed for any years in the time frame of the transportation plan provided they are not more than ten years apart and provided the analysis is performed for the attainment year (if it is in the time frame of the transportation plan) and the last year of the plan’s forecast period. Emissions in years for which consistency with motor vehicle emissions budgets must be demonstrated, as required in paragraph (b) of this section (i.e., each budget year), may be determined by interpolating between the years for which the regional emissions analysis is performed. Table 1-8 below provides a summary of conformity analysis years that apply to this conformity analysis. Table 1-9 summarizes conformity analysis years for the “upcoming budget test”.

**Table 1-8:  
San Joaquin Valley Conformity Analysis Years**

<b>Pollutant</b>	<b>Budget Years<sup>1</sup></b>	<b>Attainment/ Maintenance Year</b>	<b>Intermediate Years</b>	<b>RTP Horizon Year</b>
2008 and 2015 Ozone	2011/2017/2020/2023/2026 /2029	2031/2037 <sup>2</sup>	NA	2042
PM-10	NA	2020	2029/2037	2042
1997 and 2012 PM2.5	NA	2014/2021 <sup>3</sup>	2029/2037	2042
2006 24-hour PM2.5	2017/2020/2023/2026 <sup>3</sup>	2024	2031/2037	2042

<sup>1</sup>Budget years that are not in the time frame of the transportation plan/conformity analysis are not included as analysis years (e.g., 2011, 2014, 2017, 2020), although they may be used to demonstrate conformity.

<sup>2</sup>2031 is the attainment year for the 2008 ozone standard. 2037 is the attainment year for the 2015 ozone standard.

<sup>3</sup> 2014 is the attainment year for the 1997 PM2.5 standards. 2021 is the attainment year for the 2012 PM2.5 standards.

<sup>3</sup>2026 is a post-attainment budget year for the 2006 PM2.5 standard and is not required to be included in a conformity analysis.

**Table 1-9:  
San Joaquin Valley Conformity Analysis Years for the Upcoming Budgets**

<b>Pollutant</b>	<b>Budget Years<sup>1</sup></b>	<b>Attainment/ Maintenance Year</b>	<b>Intermediate Years</b>	<b>RTP Horizon Year</b>
1997 annual and 24-hour PM2.5	2017/2023 <sup>2</sup>	2020	2029/2037	2042
2012 annual PM2.5 (moderate)	2019	2022	2029/2037	2042
2012 annual PM2.5 (serious)	2019/2022/2028 <sup>3</sup>	2025	2029/2037	2042

<sup>1</sup>Budget years that are not in the time frame of the transportation plan/conformity analysis are not included as analysis years (e.g., 2017, 2019), although they may be used to demonstrate conformity.

<sup>2,3</sup> 2023 and 2028 are the post-attainment budget years for the 1997 PM2.5 standard and 2012 PM2.5 standard, respectively, and are not required to be included in a conformity analysis.

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



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

The Clean Air Act requires all states to attain the 1997 PM<sub>2.5</sub> 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 PM<sub>2.5</sub> 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 PM<sub>2.5</sub> 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 PM<sub>2.5</sub> Plan conformity budgets are the only budgets applicable at this time for the 1997 PM<sub>2.5</sub> standard. The San Joaquin Valley 2018 PM<sub>2.5</sub> Plan includes an attainment deadline extension request for the 1997 PM<sub>2.5</sub> standards. Therefore, the attainment year 2020 must be modeled for the “upcoming budget test”, should EPA approve or find the new 1997 PM<sub>2.5</sub> budgets adequate.

On January 20, 2016, EPA finalized reclassification of the San Joaquin Valley to Serious nonattainment for the 2006 24-hour PM<sub>2.5</sub> Standard. On August 16, 2016, the 2012 PM<sub>2.5</sub> Plan was approved by EPA, effective September 30, 2016, inclusive of new conformity budgets and trading mechanism for the 2006 24-hour PM<sub>2.5</sub> standard with a requirement to attain the standard as expeditiously as practicable and no later than December 31, 2019. In 2019, CARB submitted an attainment deadline extension request as part of the 2018 PM<sub>2.5</sub> Plan. On March 27, EPA published a proposed rule approving portions of the 2018 PM<sub>2.5</sub> Plan, including the 2006 PM<sub>2.5</sub> standard attainment deadline extension, as well as conformity budgets and trading mechanism. The attainment year of 2024 must be modeled.

On April 15, 2015, EPA classified the San Joaquin Valley as Moderate nonattainment for the 2012 PM<sub>2.5</sub> Standards. 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 PM<sub>2.5</sub> standards, consistency with those budgets must also be determined. In the summer of 2021, EPA issued proposed approval of the Moderate Area 2016 PM<sub>2.5</sub> Plan, portions of the 2018 PM<sub>2.5</sub> SIP pertaining to moderate nonattainment of the 2012 PM<sub>2.5</sub> standards, and the reclassification request to serious nonattainment. Final action is expected in the fall. The attainment year of 2022 must be modeled. The San Joaquin Valley 2018 PM<sub>2.5</sub> Plan includes serious area budgets for the 2012 PM<sub>2.5</sub> standards with an attainment deadline of 2025; therefore, the attainment year 2025 must be modeled should EPA approve or find the new 2012 PM<sub>2.5</sub> budgets adequate.

## **CHAPTER 2: LATEST PLANNING ASSUMPTIONS AND TRANSPORTATION MODELING**

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

According to the conformity regulation, the time the conformity analysis begins is “the point at which the MPO or other designated agency begins to model the impact of the proposed transportation plan or TIP on travel and/or emissions.” The conformity analysis and initial emissions modeling began in April 2021.

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.

MCTC uses the TP+/CUBE transportation model. The model was validated in 2016 for the 2010 base year. The latest planning assumptions used in the transportation model validation and Conformity Analysis is summarized in Table 2-1.

**Summary of Latest Planning Assumptions for the Madera County Transportation  
 Commission Conformity Analysis**

<b>Assumption</b>	<b>Year and Source of Data (MPO action)</b>	<b>Modeling</b>	<b>Next Scheduled Update</b>
Population	Base Year: 2012 Interim DOF Population Projections  Projections: In August of 2017 the MCTC Policy Board accepted population projections from the 2016 DOF Population Projections for development of the 2018 RTP.	This data is disaggregated to the TAZ level for input into the TP+/CUBE for the base year validation.	Population projections will be reviewed and updated in preparation for the 2022 RTP
Employment	Base Year: 2010 EDD, Info USA  Projections:  In August of 2017 the MCTC Policy Board accepted employment projections development for the 2018 RTP.	This data is disaggregated to the TAZ level for input into the TP+/CUBE for the base year validation.	New employment data has been incorporated into the transportation model for development of the 2022 RTP.
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. MCTC conducts counts throughout the Madera County region as part of the Madera County Traffic Count PROGRAM on an annual basis.

Assumption	Year and Source of Data (MPO action)	Modeling	Next Scheduled 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 XX County.	VMT is an output of the transportation model. VMT is affected by the TIP/RTP project updates and is included in each new conformity analysis.
Speeds	Transportation models were validated using survey data on free flow speeds and common speed flow curves. Speed distributions were updated in EMFAC2014 using methodology approved by ARB and with information from the transportation model.	CUBE. The transportation model includes a feedback loop that assures congested speeds are consistent with travel speeds.  EMFAC2014	A speed study will be conducted every five years, if adequate funds are available.

**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:*

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 2018 RTP, population projections from DOF Projections (2016) 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 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**

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

Specific transportation modeling requirements in the conformity regulation are summarized below, followed by a description of how the 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 recreation al 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 must also be documented (see Appendix B). It is important to note that the CTIPs exemption code is provided in response to FHWA direction.

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.

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**

<b>Horizon Year</b>	<b>Total Population</b>	<b>Employment</b>	<b>Average Weekday VMT (millions)</b>	<b>Total Lane Miles</b>
2021	167,103	49,903	4.9	1,655
2022	169,373	50,621	5.0	N/A
2023	171,642	51,330	4.9	N/A
2024	173,912	52,039	5.0	N/A
2025	176,181	52,748	5.0	N/A
2026	178,703	53,470	5.0	N/A
2029	186,269	55,606	5.1	1,742
2031	191,351	57,003	5.3	N/A
2037	206,662	61,257	5.8	1,920
2042	219,277	64,803	6.1	1,948

#### **D. 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](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. While EPA issued final approval for EMFAC2017 use in conformity demonstrations on August 15, 2019, the Conformity Analysis for 2021 FTIP and 2018 RTP relies on EMFAC2014 in line with the grace period established in the Final Rule. EPA issued a federal register notice on December 14, 2015 formally approving EMFAC2014 for conformity.

#### **E. STATE IMPLEMENTATION PLAN MEASURES**

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

#### **OZONE**

No committed control measures are included in the 2016 Ozone Plan.

**PM-10**

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

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

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

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

**PM2.5**

Committed control measures in the 2008 PM2.5 Plan (as revised) and 2012 PM2.5 Plan (as revised in 2015) that reduce mobile source emissions are shown in Table 2-4 and 2-5, respectively. However, reductions from these control measures were not applied to this conformity analysis because they were not needed to demonstrate conformity. No additional control measures are included in the 2016 PM2.5 Plan and the 2018 PM2.5 Plan.

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

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

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

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

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

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

## **CHAPTER 3: AIR QUALITY MODELING**

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

- The 2016 Ozone Plan (2008 standard) was adopted by the Air District on June 16, 2016 and subsequently adopted by the ARB on July 21, 2016. EPA found the new ozone budgets adequate on June 29, 2017 (effective July 14, 2017). In response to recent court decisions regarding the baseline RFP year, ARB adopted the revised 2008 ozone conformity budgets as part of the 2018 Updates to the California State Implementation Plan Update on October 25, 2018. EPA approved the budgets and the plan on March 25, 2019.
- The 2007 PM-10 Maintenance Plan (as revised in 2015) was approved by EPA on July 8, 2016 (effective September 30, 2016).
- The 2008 PM2.5 Plan (1997 Standards), as revised in 2011, was approved by EPA on November 9, 2011 (effective January 9, 2012).
- The 2016 PM2.5 Plan and portions of the 2018 PM2.5 (2012 Standard, moderate) was proposed to be approved by EPA in the summer of 2021. Final action is expected this fall.
- The 2018 PM2.5 Plan was partially approved by EPA on July 22, 2020 (effective as of publication) inclusive of the revised conformity budgets and trading mechanism for the 2006 24-hr PM2.5 standard. The remaining portions of the 2018 PM2.5 Plan pertaining to the serious 1997 annual and 24-hour and 2012 annual PM2.5 standards are expected to be finalized by end of this year or early next year.

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 1-8 and Table 1-9 for the “upcoming budget test”.

## **A. EMFAC2014**

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

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

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

On March 1, 2018 ARB released an update to the EMFAC model – EMFAC2017v1.0.2. The model was submitted for EPA review in the fall of 2018 and EPA published final approval of EMFAC for conformity use on August 15, 2019. The announcement set a grace period of 2 years before EMFAC2017 is required for use in new regional emissions analyses, therefore this analysis still relies on EMFAC2014 for all conformity tests.

On January 15, 2021 ARB released the latest update to the EMFAC model – EMFAC2021v1.0.0. The model has not yet been submitted for EPA review at the time of this conformity analysis.

On September 27, 2019, the United States Environmental Protection Agency (EPA) and the National Highway Traffic Safety Administration (NHTSA) published the “Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule Part One: One National Program” (effective November 26, 2019). The Part One Rule revoked California’s authority to set its own greenhouse gas emissions standards, which were incorporated in EMFAC2014 emissions model. On November 20, 2019, California Air Resources Board (CARB) released “EMFAC Off-Model Adjustment Factors to Account for the SAFE Vehicles Rule Part One” for use in regional conformity analyses. On March 12, 2020, EPA concurred on the use of CARB’s EMFAC off-model adjustment factors in conformity demonstrations. On April 30, EPA and NHTSA published SAFE Vehicles Rule for Model Years 2021-2026 Passenger Cars and Light Trucks (Final SAFE Rule) rolling back federal fuel economy standards. On June 26, 2020 CARB issued a public notice stating that EMFAC adjustments released in November continue to be suitable for conformity purposes. The 2021 conformity analysis for the 2021 FTIP and the 2018 RTP incorporates these emissions modeling adjustments.<sup>1</sup>

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<sup>1</sup> [https://ww3.arb.ca.gov/msei/emfac\\_off\\_model\\_adjustment\\_factors\\_final\\_draft.pdf](https://ww3.arb.ca.gov/msei/emfac_off_model_adjustment_factors_final_draft.pdf).



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

## **B. ADDITIONAL PM-10 ESTIMATES**

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

### **CALCULATION OF REENTRAINED DUST FROM PAVED ROAD TRAVEL**

On January 13, 2011 EPA released a new method for estimating re-entrained road dust emissions from cars, trucks, buses, and motorcycles on paved roads. On February 4, 2011, EPA published the *Official Release of the January 2011 AP-42 Method for Estimating Re-Entrained Road Dust from Paved Roads* approving the January 2011 method for use in regional emissions analysis and beginning a two year conformity grace period, after which use of the January 2011 AP-42 method is required (e.g. February 4, 2013) in regional conformity analyses.

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

### **CALCULATION OF REENTRAINED DUST FROM UNPAVED ROAD TRAVEL**

The base methodology for estimating unpaved road dust emissions is based on a CARB methodology in which the miles of unpaved road are multiplied by the assumed VMT and an emission factor. In the 2007 PM-10 Maintenance Plan, it is assumed that all non-agricultural

unpaved roads within the San Joaquin Valley receive 10 vehicle passes per day. An emission factor of 2.0 lbs PM-10/VMT is used for the unpaved road dust emission estimates. Emissions are estimated for city/county maintained roads.

## **CALCULATION OF PM-10 FROM ROADWAY CONSTRUCTION**

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

## **PM-10 TRADING MECHANISM**

The PM-10 SIP allows trading from the motor vehicle emissions budget for the PM-10 precursor NO<sub>x</sub> to the motor vehicle emissions budget for primary PM-10 using a 1.5 to 1 ratio. The trading mechanism will be used only for conformity analyses for analysis years after 2005.

## **C. PM2.5 APPROACH**

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

The following PM<sub>2.5</sub> 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<sub>2.5</sub> and NO<sub>x</sub> 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<sub>2.5</sub> annual emission estimates. The availability of seasonal or monthly VMT data and the corresponding variability of that data need to be evaluated.

PM<sub>2.5</sub> 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<sub>2.5</sub> 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<sub>2.5</sub> nonattainment areas must consider directly emitted PM<sub>2.5</sub> 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<sub>x</sub> emissions are included; however, VOC, SO<sub>x</sub>, and ammonia emissions are not.

*1997 Standard* – If EPA does not approve or find adequate the 1997 PM<sub>2.5</sub> budgets in the 2018 PM<sub>2.5</sub> Plan, the 2008 PM<sub>2.5</sub> Plan budgets will continue to be used. The 2008 PM<sub>2.5</sub> 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<sub>2.5</sub> and NO<sub>x</sub> established based on average annual daily emissions. The annual inventory methodology contained in the 2008 PM<sub>2.5</sub> 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<sub>2.5</sub> includes directly emitted PM<sub>2.5</sub> motor vehicle emissions from tailpipe, brake wear and tire wear. VOC, SO<sub>x</sub>, 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. However, if the 2018 PM<sub>2.5</sub> Plan conformity budgets are approved or found adequate, the “upcoming budget test” addresses conformity to these budgets.

*2006 Standard* – On March 27, 2020, EPA proposed approval of portions of the 2018 PM<sub>2.5</sub> Plan that pertain to the 2006 24-hour PM<sub>2.5</sub> standard, including granting attainment deadline extension to 2024. This portion of the 2018 PM<sub>2.5</sub> Plan was finalized on July 22, 2020, effective as of publication. The 2018 PM<sub>2.5</sub> Plan contains motor vehicle emission budgets for PM<sub>2.5</sub> and NO<sub>x</sub> established based on average winter daily emissions. The winter inventory methodology contained in the 2018 PM<sub>2.5</sub> Plan and used to establish emissions budgets is consistent with the methodology used herein. The motor vehicle emissions budget for PM<sub>2.5</sub> include directly emitted PM<sub>2.5</sub> motor vehicle emissions from tailpipe, brake wear and tire wear. VOC, SO<sub>x</sub>, 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<sub>2.5</sub> nonattainment area boundary for the San Joaquin Valley is exactly the same as the nonattainment area boundary for the 1997 PM<sub>2.5</sub> standards.

*2012 Standard* – EPA’s nonattainment area designations for the 2012 PM<sub>2.5</sub> 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<sub>2.5</sub> area has adequate or approved SIP budgets that address the annual 1997 standards, it must use the budget test until new 2012 PM<sub>2.5</sub> standard budgets are found adequate or approved. On September 15, 2016, the San Joaquin Valley Air District adopted the moderate area 2016 PM<sub>2.5</sub> Plan, portions of the 2018 PM<sub>2.5</sub> Plan pertaining to moderate area requirements, and a request for reclassification to serious non-attainment. EPA issued proposed approval of the 2016 PM<sub>2.5</sub> Plan and reclassification request in the summer of 2021. Final action is expected this fall. It is important to note that the 2012 annual PM<sub>2.5</sub> nonattainment area boundary for the San Joaquin Valley is exactly the same as the nonattainment area boundary for the 1997 and 2006 PM<sub>2.5</sub> standards. If EPA does not take action on the new moderate and serious area 2012 PM<sub>2.5</sub> budgets, the 2008 PM<sub>2.5</sub> Plan (as revised in 2011) budgets will continue to be used in this conformity analysis. However, if the new conformity budgets are approved or found adequate, the “upcoming budget test” addresses conformity to the new moderate and serious conformity budgets.

## **1997 AND 2012 PM<sub>2.5</sub> TRADING MECHANISM**

Consistent with the PM<sub>2.5</sub> implementation rule, the 2008 PM<sub>2.5</sub> Plan budgets and trading mechanism will continue to be used in this conformity analysis for moderate and serious 2012 PM<sub>2.5</sub> and serious 1997 PM<sub>2.5</sub> standards. The 2008 PM<sub>2.5</sub> SIP (as revised in 2011) allows trading from the motor vehicle emissions budget for the PM<sub>2.5</sub> precursor NO<sub>x</sub> to the motor vehicle emissions budget for primary PM<sub>2.5</sub> using a 9 to 1 ratio. This trading mechanism will be used for the 1997 annual and 24-hour hour and 2012 PM<sub>2.5</sub> standard conformity analyses for analysis years after 2014.

For the “upcoming budget test”, the 2018 PM<sub>2.5</sub> Plan budgets and trading mechanism will also be used in this conformity analysis. The 2018 PM<sub>2.5</sub> Plan allows trading from the motor vehicle emissions budget for the PM<sub>2.5</sub> precursor NO<sub>x</sub> to the motor vehicle emissions budget for primary PM<sub>2.5</sub> using a 6.5 to 1 ratio.

## **2006 PM<sub>2.5</sub> TRADING MECHANISM**

On July 22, 2020, EPA partially approved the 2018 PM<sub>2.5</sub> SIP including the 2006 PM<sub>2.5</sub> standard trading mechanism that allows trading from the motor vehicle emissions budget for the PM<sub>2.5</sub> precursor NO<sub>x</sub> to the motor vehicle emissions budget for primary PM-2.5 using a 2 to 1 ratio. This trading mechanism will be used for the 2006 24-hour PM<sub>2.5</sub> standard conformity analysis.

#### **D. SUMMARY OF PROCEDURES FOR REGIONAL EMISSIONS ESTIMATES**

New step-by-step air quality modeling instructions were developed for SJV MPO use with EMFAC2014. These instructions were originally provided for interagency consultation in May 2016 and updated in September 2020. EPA, FHWA, and ARB concurred.

Documentation of the 2021 Conformity Analysis for the 2021 FTIP and 2018 RTP is provided in Appendix C, including:

- 2021 Conformity EMFAC Spreadsheet
- 2021 Conformity Paved Road Spreadsheet
- 2021 Conformity Unpaved Road Dust Spreadsheet
- 2021 Conformity Construction Spreadsheet
- 2021 Conformity Totals Spreadsheet

## **CHAPTER 4: TRANSPORTATION CONTROL MEASURES**

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

### **A. TRANSPORTATION CONFORMITY REGULATION REQUIREMENTS FOR TCMS**

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

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

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

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

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

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

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

#### **TCM REQUIREMENTS FOR A TRANSPORTATION PLAN**

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

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

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

## **TCM REQUIREMENTS FOR A TRANSPORTATION IMPROVEMENT PROGRAM**

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

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

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

if the funds intended for those TCMs are reallocated to projects in the TIP other than TCMs, or

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

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

## **B. APPLICABLE AIR QUALITY IMPLEMENTATION PLANS**

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

### **APPLICABLE IMPLEMENTATION PLAN FOR OZONE**

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



## **APPLICABLE IMPLEMENTATION PLAN FOR PM-10**

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

The Amended 2003 PM-10 Plan was approved by EPA on May 26, 2004 (effective June 25, 2004). A local government control measure assessment was completed for this plan. The analysis focused on transportation-related fugitive dust emissions, which are not TCMs by definition. The local government commitments are included in the *Regional Transportation Planning Agency Commitments for Implementation Document, April 2003*.

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

## **APPLICABLE IMPLEMENTATION PLAN FOR PM2.5**

Portions of the 2018 PM2.5 Plan pertaining to 2006 24-hour PM2.5 standards were approved by EPA on July 22, 2020 (effective as of publication). The 2008 PM2.5 Plan (as revised in 2011) was approved by EPA on November 9, 2011 (effective January 9, 2012). The 2016 PM2.5 plan and portions of the 2018 PM2.5 pertaining to moderate nonattainment of 2012 PM2.5 standard were proposed to be approved by EPA in the summer of 2021 with final action expected this fall. However, the plans do not include any additional TCMs for the San Joaquin Valley.

### **C. IDENTIFICATION OF 2002 RACM THAT REQUIRE TIMELY IMPLEMENTATION DOCUMENTATION**

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

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

based, and maintenance based measures (e.g., LEV program, retrofit programs, clean fuels - CNG buses, etc.).

In addition, the RTPA Commitment Document, Volume Three, dated April 2003 (PM-10 BACM) was reviewed, using the Summary of Commitments table. Commitments that contain specific Congestion Mitigation and Air Quality (CMAQ) funding for the purchase and/or operation of street sweeping equipment have been identified. Only one commitment (Fresno - City of Reedley) was identified.

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

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

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

The Project TID table that was prepared at the request of FHWA for the 2004 Conformity Analysis, has been updated in each subsequent conformity analysis. This documentation has been updated as part of this Conformity Analysis. A summary of this information is provided in Appendix D.

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

A new 2002 RACM TID Table was prepared in 2006 to address the more general RACM commitments that require additional timely implementation documentation per EPA. A brief summary of the commitment, including finite end dates if applicable, is included for each measure. The MPOs provided a status update regarding implementation in consultation with their member jurisdictions. If a specific project has been implemented, it is included in the Project TID Table under "Additional Projects Identified". This documentation was included in the Conformity Analysis for the 2007 TIP and 2004 RTP (as amended) that was approved by FHWA in October 2006. 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, MCTC undertook a process to identify and evaluate potential control measures that could be included in the 2018 RTP. The analysis of additional measures included verification of the feasibility of the measures in the PM-10 Plan BACM analysis, as well as an analysis of new PM-10 commitments from other PM-10 nonattainment areas.

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

The Local Government Control Measures considered in the PM-10 Plan BACM analysis that were considered for inclusion in the 2018 RTP included:

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

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

With the adoption of each new RTP, the MPOs will consider the feasibility of these measures, as well as identify any other new PM-10 measures that would be relevant to the San Joaquin Valley. 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 approved since 2012. New PM-10 plans that have been reviewed include:

- A. West Pinal County, AZ Moderate PM-10 Nonattainment Area SIP, submitted December 21, 2015 (EPA approval effective May 31, 2017). Contingency measures include paving or chemically stabilizing unpaved roads.
- B. Owens Valley, CA Serious PM-10 Nonattainment Area SIP, submitted June 9, 2016 (EPA approval effective April 12, 2017). Road dust was determined to be below de minimis thresholds and no mobile source control measures were adopted.
- C. Mammoth Lake, CA PM-10 Redesignation Request and Maintenance Plan, submitted October 21, 2014 (EPA approval effective November 4, 2015). The Mammoth Lake general plan places a cap on the growth of VMT. Contingency measures include improved street sweeping procedures and reduced use of volcanic cinders on roadways.
- D. Las Vegas, NV Serious PM-10 Redesignation Request and Maintenance Plan, submitted September 7, 2012 (EPA approval effective November 5, 2014). Most stringent measures were introduced in 2001. Stabilization of unpaved roads including paving roads with volumes over 150 vehicles per day. Paved road sweeping and mitigation measures.
- E. Payson, AZ PM-10 Limited Maintenance Plan submitted January 23, 2012 (EPA approval effective May 19, 2014). Contingency measures include paving or chemically stabilizing unpaved roads.
- F. South Coast, CA PM-10 Redesignation Request and Maintenance Plan submitted April 28, 2010 (EPA approval effective July 26, 2013). No PM-10 specific dust control measures cited for mobile sources.
- G. Juneau's Mendenhall Valley, AK PM-10 Limited Maintenance Plan submitted February 20, 2009 (EPA approval effective July 8, 2013). The attainment plan control measures included optimizing sanding and de-icing materials to minimize entrainment, spring street sweeping, and paving of dirt roads. No additional measures were identified for the LMP to continue attainment of the NAAQS. Contingency measures include paving of dirt roads and stabilization of unpaved shoulders.
- H. Eugene-Springfield, OR PM-10 Redesignation Request and Limited Maintenance Plan submitted January 13, 2012 (EPA approval effective June 10, 2013). Motor vehicles were not identified as a significant source and no control measures were included for onroad mobile sources.
- I. Sandpoint, ID PM-10 Limited Maintenance Plan submitted December 12, 2011 (EPA approval effective May 23, 2013). Ordinances require the application of certain types of sand in the winter along with increased street sweeping.

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

Based on consultation with CARB and the Air District, MCTC considered priority funding allocations in the 2018 RTP for PM-10 and NO<sub>x</sub> 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 PM<sub>10</sub> and PM<sub>2.5</sub> 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 draft boilerplate conformity document was distributed for interagency consultation on May 12, 2021. Comments received have been addressed and incorporated into this version of the analysis.

The 2021 Conformity Analysis for the 2021 FTIP and 2018 RTP was developed in consultation with MCTC local partner agencies, including member jurisdictions, Caltrans, and local transit agencies.

The 2021 Conformity Analysis for the 2021 FTIP and 2018 RTP was released on May 21, 2021 for a 30-day public comment period, followed by adoption on June 23, 2021. Federal approval is anticipated on or before August 14, 2021.

## **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. 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.

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## **CHAPTER 6: TIP AND RTP CONFORMITY**

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

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

This chapter presents the results of the conformity tests, satisfying the remaining requirement of the transportation conformity regulation. Separate tests were conducted for ozone, PM-10 and PM2.5 (1997 and 2012 PM2.5 standards, and 2006 24-hour PM2.5 standards). The applicable conformity tests were reviewed in Chapter 1. For each test, the required emissions estimates were developed using the transportation and emission modeling approaches required under the transportation conformity regulation and summarized in Chapters 2 and 3. The results are summarized below, followed by a more detailed discussion of the findings for each pollutant. Table 6-1 presents results for ozone (ROG/NO<sub>x</sub>), PM-10 (PM-10/NO<sub>x</sub>), and PM2.5 (PM2.5/NO<sub>x</sub>) respectively, in tons per day for each of the horizon years tested.

### Ozone:

For 2008 and 2015 8-Hour Ozone, the applicable conformity test is the emissions budget test, using the *2018 Updates to the California State Implementation Plan* budgets for the San Joaquin Valley established for ROG and NO<sub>x</sub> for an average summer (ozone) season day. EPA approved the plan and the budgets on March 25, 2019. The modeling results for all analysis years indicate that the on-road vehicle ROG and NO<sub>x</sub> 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<sub>x</sub>. This Plan revisions including conformity budgets



was approved by EPA on July 8, 2016 (effective September 30, 2016). The modeling results for all analysis years indicate that the PM-10 emissions predicted for the “Build” scenarios are less than the emissions budget for 2020. The TIP/RTP therefore satisfy the conformity emissions tests for PM-10.

**1997 PM2.5 Standards:**

If EPA does not take action on the 2018 PM2.5 Plan, the 2008 PM2.5 Plan budgets will continue to be used in this conformity analysis. For 1997 PM2.5 Standards, the applicable conformity test is the emission budget test, using budgets established in the 2008 PM2.5 Plan. EPA approved the 2008 PM2.5 Plan (as revised in 2011) November 9, 2011 (effective January 9, 2012). The modeling results for all analysis years indicate that the on-road vehicle PM2.5 and NOx emissions predicted for the “Build” scenarios are less than the emissions budget. However, if the 2018 PM2.5 Plan conformity budgets are approved or found adequate, the “upcoming budget test” demonstrates conformity to the new 1997 PM2.5 budgets. The TIP/RTP therefore satisfy the conformity emissions test for PM2.5 and nitrogen oxides.

**2006 PM2.5 Standard:**

On July 22, 2020, EPA approved portions of the 2018 PM2.5 Plan that pertain to the 2006 24-hour PM2.5 standard, including new transportation conformity budgets and trading mechanism. For the 2006 PM2.5 standard, the applicable conformity test is the emission budget test, using approved budgets established in the 2018 PM2.5 Plan. The modeling results for all analysis years indicate that the on-road vehicle PM2.5 and NOx emissions predicted for the “Build” scenarios are less than the emissions budget. The TIP/RTP therefore satisfy the conformity emissions test for PM2.5 and nitrogen oxides.

**2012 PM2.5 Standard:**

In accordance with Section 93.109(c)(2), areas designated nonattainment for the 2012 PM2.5 standards are required to use existing adequate or approved SIP motor vehicle emissions budgets for a prior annual PM2.5 standard until budgets for the 2012 PM2.5 standards are either found adequate or approved. In the summer of 2021, EPA published proposed approval of the 2016 PM2.5 Plan, portions of the 2018 PM2.5 Plan pertaining to moderate area requirements for the 2012 PM2.5 standard, and reclassification to serious nonattainment request. Final action is expected in the fall. If EPA does not take action on the 2016 PM2.5 and 2018 PM2.5 Plan, the 2008 PM2.5 Plan (as revised in 2011) budgets will be used in this conformity analysis. For the 2012 PM2.5 standards, the applicable conformity test is the emissions budget test, using the 2008 PM2.5 Plan (1997 standard) budgets. EPA approved the 2008 PM2.5 Plan (as revised in 2011) November 9, 2011, effective January 9, 2012. The modeling results for all analysis years indicate that the on-road vehicle PM2.5 and NOx emissions predicted for the “Build” scenarios are less than the emissions budget. However, if the 2018 PM2.5 Plan conformity budgets are approved or found adequate, the “upcoming budget test” demonstrates conformity to the new moderate and serious area 2012 PM2.5 budgets. The TIP/RTP therefore satisfy the conformity emissions test for PM2.5 and nitrogen oxides.

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As all requirements of the Transportation Conformity Regulation have been satisfied, a finding of conformity for the 2021 Conformity Analysis for the 2021 FTIP and the 2018 RTP is supported.

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

**2021 Conformity Analysis Results Summary -- Madera**

Standard	Analysis Year	Emissions Total		DID YOU PASS?	
		ROG (tons/day)	NOx (tons/day)	ROG	NOx
2008 and 2015 Ozone	2023 Budget	1.1	2.7		
	2023	1.1	2.3	YES	YES
	2026 Budget	1.0	2.5		
	2026	0.9	1.9	YES	YES
	2029 Budget	0.9	2.4		
	2029	0.8	1.8	YES	YES
	2031 Budget	0.8	2.3		
	2031	0.8	1.7	YES	YES
	2037	0.6	1.6	YES	YES
	2042	0.6	1.5	YES	YES

Standard	Analysis Year	Emissions Total		DID YOU PASS?	
		PM-10 (tons/day)	NOx (tons/day)	PM-10	NOx
PM-10	2020 Budget	2.5	4.7		
	2021	1.7	3.6	YES	YES
	2020 Budget	2.5	4.7		
	2029	1.8	1.8	YES	YES
	2020 Budget	2.5	4.7		
	2037	2.1	1.6	YES	YES
	2020 Budget	2.5	4.7		
	2042	1.9	1.5	YES	YES

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Standard	Analysis Year	Emissions Total		DID YOU PASS?	
		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
1997 24-Hour and Annual & 2012 Annual PM2.5 Standards	2014 Budget	0.3	8.1		
	2021	0.1	3.6	YES	YES
	2014 Budget	0.3	8.1		
	2029	0.1	1.8	YES	YES
	2014 Budget	0.3	8.1		
	2037	0.1	1.6	YES	YES
	2014 Budget	0.3	8.1		
	2042	0.2	1.5	YES	YES

Standard	Analysis Year	Emissions Total		DID YOU PASS?	
		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
2006 PM2.5 Winter 24-Hour Standard	2023 Budget	0.2	2.6		
	2023	0.2	2.4	YES	YES
	2024 Budget	0.2	2.5		
	2024	0.2	2.3	YES	YES
	2024 Budget	0.2	2.5		
	2031	0.2	1.8	YES	YES
	2024 Budget	0.2	2.5		
	2037	0.2	1.7	YES	YES
	2024 Budget	0.2	2.5		
	2042	0.2	1.6	YES	YES

**UPCOMING BUDGET TEST**

(Note: EPA Action is Pending as of This Analysis; The 1997 and 2012 PM2.5 Budget Test Above Will be Used if EPA Doesn't Determine Adequacy or Approval of the New Budgets before Federal Approval of the 2021 FTIP Conformity Analysis)

		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
<b>1997 24-Hour and Annual PM2.5 Standards</b>	2020 Budget	0.2	4.2		
	2021	0.2	3.7	<b>YES</b>	<b>YES</b>
	2020 Budget	0.2	4.2		
	2029	0.2	1.8	<b>YES</b>	<b>YES</b>
	2020 Budget	0.2	4.2		
	2037	0.2	1.6	<b>YES</b>	<b>YES</b>
	2020 Budget	0.2	4.2		
	2042	0.2	1.6	<b>YES</b>	<b>YES</b>

	Analysis Year	Emissions Total		PM2.5	NOx
		PM2.5 (tons/day)	NOx (tons/day)		
<b>2012 Annual PM2.5 Standard (Moderate Area SIP)</b>	2022 Budget	0.2	3.5		
	2022	0.2	3.3	<b>YES</b>	<b>YES</b>
	2022 Budget	0.2	3.5		
	2029	0.2	1.8	<b>YES</b>	<b>YES</b>
	2022 Budget	0.2	3.5		
	2037	0.2	1.6	<b>YES</b>	<b>YES</b>
	2022 Budget	0.2	3.5		
	2042	0.2	1.6	<b>YES</b>	<b>YES</b>

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		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
	<b>2012 Annual PM2.5 Standard (Serious Area SIP)</b>	2022 Budget	0.2	3.5	
2022		0.2	3.3	YES	YES
2025 Budget		0.2	2.3		
2025		0.2	2.2	YES	YES
2025 Budget		0.2	2.3		
2029		0.2	1.8	YES	YES
2025 Budget		0.2	2.3		
2037		0.2	1.6	YES	YES
2025 Budget		0.2	2.3		
2042		0.2	1.6	YES	YES

## REFERENCES

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Memorandum from U.S. Department of Transportation. January 18, 2001.

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450. October 16.

**APPENDIX A**

**CONFORMITY CHECKLIST**

## CONFORMITY ANALYSIS DOCUMENTATION

### Checklist for MPO TIPs/RTPs January 2018

40 CFR	Criteria	Page	Comments
§93.102	Document the applicable pollutants and precursors for which EPA designates the area as nonattainment or maintenance. Describe the nonattainment or maintenance area and its boundaries.	CH 1 P 9-11	
§93.102 (b)(2)(iii)	PM10 areas: document whether EPA or state has found VOC and/or NOx to be a significant contributor or if the SIP establishes a budget	CH 1 P 12	
§93.102 (b)(2)(iv)	PM2.5 areas: document if both EPA and the state have found that NOx is <b>not</b> a significant contributor or that the SIP does <b>not</b> establish a budget (otherwise, conformity applies for NOx)	N/A	
§93.102 (b)(2)(v)	PM2.5 areas: document whether EPA or state has found VOC, SO2, and/or NH3 to be a significant contributor or if the SIP establishes a budget	CH 3 P 35-37	
§93.104 (b, c)	Document the date that the MPO officially adopted, accepted or approved the TIP/RTP and made a conformity determination. Include a copy of the MPO resolution. Include the date of the last prior conformity finding made by DOT.	CH 5 P 51	
§93.104 (e)	If the conformity determination is being made to meet the timelines included in this section, document when the new motor vehicle emissions budget was approved or found adequate.	N/A	
§93.106	Document that horizon years are no more than 10 years apart ((a)(1)(i)). Document that the first horizon year is no more than 10 years from the based year used to validate the transportation demand planning model ((a)(1)(ii)). Document that the attainment year is a horizon year, if in the timeframe of the plan ((a)(1)(iii)). Describe the regionally significant additions or modifications to the existing transportation network that are expected to be open to traffic in each analysis year ((a)(2)(ii)). Document that the design concept and scope of projects allows adequate model representation to determine intersections with regionally significant facilities, route options, travel times, transit ridership and land use.	CH 2 P 28	

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<b>40 CFR</b>	<b>Criteria</b>	<b>Page</b>	<b>Comments</b>
§93.108	Document that the TIP/RTP is fiscally constrained (23 CFR 450).	ES 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 P 9-16	
§93.109 (c.)	Provide either a table or text description that details, for each pollutant, precursor and applicable standard, whether the interim emissions test(s) and/or the budget test apply for conformity. Indicate which emissions budgets have been found adequate by EPA, and which budgets are currently applicable for what analysis years.	CH 1 P 11-17, CH 6 P 51	
§93.109(e)	CO or PM10: Document if the area has a limited maintenance plan and from where that information comes	CH 1 P 12	
§93.109(f)	Document if motor vehicle emissions are an insignificant contributor and in what SIP that determination is found	N/A	
§93.110 (a, b)	Document the use of latest planning assumptions (source and year) at the “time the conformity analysis begins,” including current and future population, employment, travel and congestion. Document the use of the most recent available vehicle registration data. Document the date upon which the conformity analysis was begun.	CH 1 P 11-20, CH 2 P 21-31	
EPA-DOT guidance	Document the use of planning assumptions less than five years old. If unable, include written justification for the use of older data. (December 2008 guidance,)	CH 1 P 15-19, CH 2 P 21-31	
§93.110 (c,d,e,f)	Document any changes in transit operating policies and assumed ridership levels since the previous conformity determination (c). Document the assumptions about transit service, use of the latest transit fares, and road and bridge tolls (d). Document the use of the latest information on the effectiveness of TCMs and other SIP measures that have been implemented (e). Document the key assumptions and show that they were agreed to through Interagency and public consultation (f).	CH 2 P 27-29	
§93.111	Document the use of the latest emissions model approved by EPA. If the previous model was used and the grace period has ended, document that the analysis began before the end of the grace period.	CH 3 P 34	
§93.112	Document fulfillment of the interagency and public consultation requirements outlined in a specific implementation plan according to §51.390 or, if a SIP revision has not been completed, according to	CH 4 P 43-44, CH 5 P 50-51	

40 CFR	Criteria	Page	Comments
	§93.105 and 23 CFR 450. Include documentation of consultation on conformity tests and methodologies as well as responses to written comments.		
§93.113	Document timely implementation of all TCMs in approved SIPs. Document that implementation is consistent with schedules in the applicable SIP and document whether anything interferes with timely implementation. Document any delayed TCMs in the applicable SIP and describe the measures being taken to overcome obstacles to implementation.	APP D, CH 4 P 40-42	
§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 addressed both documents	
For Areas with SIP Budgets:			
§93.118, §93.124	Document what the applicable budgets are, and for what years. Document if there are subarea budgets established, and for which areas (93.124(c)). Document if there is a safety margin established, and what are the budgets with the safety margin included. (93.124(a)). Document if there has been any trading among budgets, and if so, which SIP establishes the trading mechanism, and how it is used in the conformity analysis (93.124(b)). If there is more than one MPO in the area, document whether separate budgets are established for each MPO (93.124(d)).	CH 1 P 11-18	
§93.118 (a, c, e)	Document that emissions from the transportation network for each applicable pollutant and precursor, including projects in any associated donut area that are in the TIP and regionally significant non-Federal projects, are consistent with any adequate or approved motor vehicle emissions budget for all pollutants and precursors in applicable SIPs.	CH 4 P 48-49, CH 6 P 52-53	
§93.118 (b)	Document for which years consistency with motor vehicle emissions budgets must be shown.	CH 1 P 11-18	
§93.118 (d)	Document the use of the appropriate analysis years in the regional emissions analysis for areas with SIP budgets, and the analysis results for these years. Document any interpolation performed to meet tests for years in which specific analysis is not required.	CH 4 P 46-48, CH 6 P 50-51	
For Areas without Applicable SIP Budgets:			
§93.119	<u>Document whether the area must meet just one or both interim emissions tests. If both, document that</u>	N/A	

40 CFR	Criteria	Page	Comments
	it is the “less than” form of these tests (i.e., §93.119(b)(1) and (c)(1) vs. (b)(2), (c)(2), and (d)).		
§93.119 <sup>i</sup> (a, b, c, d)	Document that emissions from the transportation network for each applicable pollutant and precursor, including projects in any associated donut area that are in the TIP and regionally significant non-Federal projects, are consistent with the requirements of the “Action/Baseline” or “Action/Baseline Year” emissions tests as applicable.	N/A	
§93.119 (e)	Document the appropriate baseline year.	N/A	
§93.119 (f)	Document the use of appropriate pollutants and if EPA or the state has made a finding that a particular precursor or component of PM10 is significant or insignificant.	N/A	
§93.119 (g)	Document the use of the appropriate analysis years in the regional emissions analysis for areas without applicable SIP budgets.	N/A	
§93.119 (h, i)	Document how the baseline and action scenarios are defined for each analysis year.	N/A	
For All Areas Where a Regional Emissions Analysis Is Needed			
§93.122 (a)(1)	Document that all regionally significant federal and non-Federal projects in the nonattainment/maintenance area are explicitly modeled in the regional emissions analysis. For each project, identify by which analysis year it will be open to traffic. Document that VMT for non-regionally significant Federal projects is accounted for in the regional emissions analysis	CH 2 P 27, APP B	
§93.122 (a)(2, 3)	Document that only emission reduction credits from TCMs on schedule have been included, or that partial credit has been taken for partially implemented TCMs (a)(2). Document that the regional emissions analysis only includes emissions credit for projects, pROgrams, or activities that require regulatory action if: the regulatory action has been adopted; the project, pROgram, activity or a written commitment is included in the SIP; EPA has approved an opt-in to the pROgram, EPA has promulgated the pROgram, or the Clean Air Act requires the pROgram (indicate applicable date). Discuss the implementation status of these pROgrams and the associated emissions credit for each analysis year (a)(3).	CH 4 P 40-49	
§93.122 (a)(4,5,6,7)	For nonregulatory measures that are not included in the transportation plan and TIP, include written commitments from appropriate agencies (a)(4).	CH 2 P 31-33, APP D	

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<b>40 CFR</b>	<b>Criteria</b>	<b>Page</b>	<b>Comments</b>
	Document that assumptions for measures outside the transportation system (e.g. fuels measures) are the same for baseline and action scenarios (a)(5). Document that factors such as ambient temperature are consistent with those used in the SIP unless modified through interagency consultation (a)(6). Document the method(s) used to estimate VMT on off-network roadways in the analysis (a)(7).		
§93.122 (b)(1)(i) <sup>ii</sup>	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 22-23	
§93.122 (b)(1)(ii) <sup>ii</sup>	Document the land use, population, employment, and other network-based travel model assumptions.	CH 2 P 22-26	
§93.122 (b)(1)(iii) <sup>ii</sup>	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 21-25	
§93.122 (b)(1)(iv) <sup>ii</sup>	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 25-27	
§93.122 (b)(1)(v) <sup>ii</sup>	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 27-28	
§93.122 (b)(1)(vi) <sup>ii</sup>	Document how travel models are reasonably sensitive to changes in time, cost, and other factors affecting travel choices.	CH 2 P 28-29	
§93.122 (b)(2) <sup>ii</sup>	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 27	
§93.122 (b)(3) <sup>ii</sup>	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 P 29	
§93.122 (d)	In areas not subject to §93.122(b), document the continued use of modeling techniques or the use of	CH 2 P 22-23	

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<b>40 CFR</b>	<b>Criteria</b>	<b>Page</b>	<b>Comments</b>
	appropriate alternative techniques to estimate vehicle miles traveled		
§93.122 (e, f)	Document, in areas where a SIP identifies construction-related PM10 or PM2.5 as significant pollutants, the inclusion of PM10 and/or PM2.5 construction emissions in the conformity analysis.	CH 3 P 36	
§93.122 (g)	If appropriate, document that the conformity determination relies on a previous regional emissions analysis and is consistent with that analysis, i.e. that:	N/A	
	(g)(1)(i): the new plan and TIP contain all the projects that must be started to achieve the highway and transit system envisioned by the plan	N/A	
	(g)(1)(ii): all plan and TIP projects are included in the transportation plan with design concept and scope adequate to determine their contribution to emissions in the previous determination;	N/A	
	(g)(1)(iii): the design concept and scope of each regionally significant project in the new plan/TIP are not significantly different from that described in the previous;	N/A	
	(g)(1)(iv): the previous regional emissions analysis meets 93.118 or 93.119 as applicable	N/A	
§93.126, §93.127, §93.128	Document all projects in the TIP/RTP that are exempt from conformity requirements or exempt from the regional emissions analysis. Indicate the reason for the exemption (Table 2, Table 3, traffic signal synchronization) and that the interagency consultation process found these projects to have no potentially adverse emissions impacts.	APP B	

<sup>i</sup> Note that some areas are required to complete both Interim emissions tests.

<sup>ii</sup> 40 CFR 93.122(b) refers only to serious, severe and extreme ozone areas and serious CO areas above 200,000 population. Also note these procedures apply in any areas where the use of these procedures has been the previous practice of the MPO (40 CFR 93.122(d)).

**Disclaimers**

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



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**APPENDIX B**

**TRANSPORTATION PROJECT LISTING**

**Note: No project changes since 2021 FTIP, as amended if applicable**



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Jurisdiction/ Agency	TIP/RTP Project ID	CTIPs Project ID	Description			Estimated Cost	Exemption Code (per CTIPs - next sheet)
<b>TCM1 - Traffic Flow Improvements</b>							
CHOWCITY	MAD302053	22100000289	Ave 24 1/2	UPRR to Road 15 1/2	Shoulder Paving	\$300,000	1.04
MADCO	MAD102060	22100000286	Road 23	Ave 8 1/2 to Ave 9 1/2	Shoulder Paving	\$187,000	1.04
MADCO	MAD102061	22100000288	Ave 9	Road 23 to Road 23 1/2	Shoulder Paving	\$99,000	1.04
MADCO	MAD102073	22100000370	Road 36	Avenue 9 to Avenue 12	Shoulder Paving	\$563,000	1.04
MADCO	MAD102074	22100000371	Road 36	Avenue 12 1/2 to Avenue 15	Shoulder Paving	\$469,000	1.04
MADCO	MAD102075	22100000372	Road 36	Avenue 15 to Highway 145	Shoulder Paving	\$563,000	1.04
MADCO	MAD102076	22100000373	Road 209	SR 41 to 4.6 miles North	Shoulder Paving	\$863,000	1.04
MADCO	MAD102077	22100000374	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	22100000376	Road 12	Avenue 25 to City Limits (1 mile)	Shoulder Paving	\$188,000	1.04
MADCITY	MAD202072	22100000284	Raymond Road	Raymond Road	Shoulder Paving, Curb and Gutter	\$314,000	1.04
MADCITY	MAD202079	22100000333	Madera	Sports Complex	Shoulder Paving, Curb, Gutter	\$306,000	1.04
MADCITY	MAD202080	22100000334	Madera	Various Locations	Alley Paving	\$185,000	1.10
MADCITY	MAD202081	22100000335	Madera	Intersections of 4th Street, Lake Street, and Central Avenue	Intersection Improvements	\$568,000	1.07
MADCITY	MAD202091	22100000381	Pecan Avenue	Pine to Golden State Boulevard	Shoulder Paving	\$665,000	1.04
MADCITY	MAD202095	22100000385	Madera	Purchase and Install Adaptive Signal Control Technology	Traffic Signal Upgrades	\$135,000	5.07
MADCO	MAD102081	22100000410	Shoulder Paving Road 16	Shoulder paving of 4 feet on each side of the roadway on Road 16 from SR 152 to Avenue 24 for a distance of .95 miles	Shoulder Paving	\$197,000	1.04
MADCO	MAD102082	22100000413	Shoulder Paving Avenue 9	Shoulder paving of 4 feet on each side of the roadway on Avenue 9 from Road 38 to Childrens Boulevard SR 145 for a distance of 2.84 miles	Shoulder Paving	\$567,000	1.04
MADCO	MAD102083	22100000414	Shoulder Paving Avenue 7	Shoulder paving of 4 feet on each side of the roadway on Avenue 7 from Road 30 1/2 to SR 145 for a distance of 3.5 miles	Shoulder Paving	\$724,000	1.04
MADCO	MAD102084	22100000415	Shoulder Paving Avenue 12	Shoulder paving of 4 feet on each side of the roadway on Avenue 12 from Road 23 to Road 19 for a distance of 4 miles	Shoulder Paving	\$762,000	1.04
MADCO	MAD102085	22100000416	Shoulder Paving Avenue 18 1/2	Shoulder paving of 4 feet on each side of the roadway on Avenue 18 1/2 from Golden State Boulevard to 5 miles west for a distance of 5 miles	Shoulder Paving	\$998,000	1.04
MADCO	MAD102086	22100000417	Shoulder Paving Robertson Boulevard	Shoulder paving of 4 feet on each side of the roadway on Robertson Boulevard from SR 152 to Avenue 18 1/2 for a distance of 5.4 miles	Shoulder Paving	\$1,126,000	1.04
MADCITY	MAD217037	22100000412	Alley Paving Various Locations	Alley Paving (currently unpaved) 10-15 locations throughout the City of Madera	Alley Paving	\$690,000	1.10
MADCITY	MAD217040	22100000421	Traffic Signalization D Street and South Street	New Traffic Signal on D Street and South Street	Traffic Signal	\$450,000	5.02
MADCITY	MAD217041	22100000422	Traffic Signalization Cleveland Avenue and Granada Drive	New Traffic Signal on Cleveland Avenue and Granada Drive	Traffic Signal	\$450,000	5.02
CHOWCITY	MAD302053	22100000289	Ave 24 1/2 Shoulder Paving	Ave 24 1/2 - UPRR to Road 15 1/2 - Shoulder Paving	Shoulder Paving	\$300,000	1.04
CHOWCITY	MAD302057	22100000409	Alley Paving	RobertsonKings & RobertsonTrinity Alley Paving Project (currently unpaved)	Alley Paving	\$759,000	1.10
<b>TCM2 - Public Transit</b>							
CHOWCITY	MAD313036	22100000295	CATX	Operating Assistance		\$884,000	2.01
MADCO	MAD113041	22100000298	County	Operating Assistance		\$2,487,000	2.01
MADCO	MAD113049	22100000397	Preventative Maintenance	Operating Assistance		\$330,000	2.01
MADCITY	MAD213091	22100000302	DAR	Operating Assistance		\$5,006,000	2.01
MADCITY	MAD213092	22100000303	MAX	Operating Assistance		\$5,093,000	2.01
MADCITY	MAD213093	22100000304	Intermodal Center	Operating Assistance		\$576,000	2.01
MADCITY	MAD213094	22100000321	MAX Preventative Maintenance	Operating Assistance		\$743,000	2.01
MADCITY	MAD213104	22100000403	Transit Facility Operating Assistance	Operating Assistance		\$424,000	2.01
MADCITY	MAD213105	22100000404	Bus Shelters	Bus Shelters		\$320,000	2.07
MADCO	MAD113050	22100000398	Bus Shelters	Bus Shelters		\$155,000	2.07
<b>TCM3 - Bicycle/Pedestrian Program</b>							
MADCO	MAD102059	22100000249	Road 225	Creek Dr to Road 228	Construct Pedestrian Facilities	\$1,641,000	3.02
MADCITY	MAD202069	22100000284	Tulare St, Cleveland, Raymond Rd	Tulare, Cleveland, Raymond Road	Construct Bike/Ped Facilities	\$336,000	3.02
MADCITY	MAD202074	22100000315	Cleveland Avenue	Cleveland Avenue to Fresno River on MD	Construct Bike/Ped Facilities	\$379,000	3.02
MADCITY	MAD202083	22100000337	Schnoor Avenue	Sidewalk Construction Between Sunset Avenue and Fresno River	Construct Pedestrian Facilities	\$150,000	3.02
MADCITY	MAD202086	22100000340	Fresno River Trail	Between North-South Trail Behind Montecito Park and Granada Drive (Phase II)	Construct Bike/Ped Facilities	\$146,000	3.02
MADCITY	MAD217036	22100000411	Pedestrian Facilities Washington School	Around elementary school	Construct Bike/Ped Facilities	\$368,000	3.02
MADCITY	MAD217038	22100000418	Pedestrian Bridge over Fresno River	Granada Avenue Pedestrian Bridge over the Fresno River	Construct Bike/Ped Facilities	\$2,500,000	3.02
CHOWCITY	MAD302058	22100000419	Pedestrian Improvements Project	Riverside Avenue, 8th Street, & Kings Avenue Pedestrian Improvements Project	Construct Bike/Ped Facilities	\$1,647,000	3.02
<b>TCM5 - Alternative Fuels Program</b>							
MADCITY	MAD213101	22100000350	Madera	Purchase 1 DAR Bus	Fleet Conversion	\$171,000	2.10
MADCITY	MAD213102	22100000351	Madera	Purchase 1 MAX Bus	Fleet Conversion	\$220,000	2.10
MADCITY	MAD213103	22100000352	Madera	Purchase 1 MAX Bus	Fleet Conversion	\$253,000	2.10
MADCITY	MAD217039	22100000420	Madera	Purchase New Electric Bus and Charging Facilities	Fleet Conversion/EV Infrastructure	\$586,000	4.12
MADCITY	MAD215010	22100000427	Madera	Purchase New Transit Vehicle	Fleet Conversion	\$242,000	2.10
MADCO	MAD115006	22100000400	Madera County	Purchase New Transit Vehicle	Fleet Conversion	\$271,000	2.10
MADCO	MAD115010	22100000426	Madera County	Purchase New Transit Vehicle	Fleet Conversion	\$247,000	2.10
CHOWCITY	MAD315011	22100000429	Chowchilla	Purchase New Transit Vehicle	Fleet Conversion	\$139,000	2.10
CHOWCITY	MAD315010	22100000428	Chowchilla	Purchase New Transit Vehicle	Fleet Conversion	\$92,000	2.10
MADCITY	MAD213110	22100000423	Madera	Electric Vehicle Charging Station	EV Infrastructure	\$149,000	4.12
MADCO	MAD113110	22100000424	Madera County	Purchase 3 New Paratransit Vehicles	Fleet Conversion	\$444,000	2.10
MADCO	MAD113111	22100000425	Madera County	Purchase 2 New Paratransit Vehicles	Fleet Conversion	\$326,000	2.10

## **Air Quality Exempt Codes**

### **EPA Tables 2 & 3 – Exempt Category**

- 1.01 Safety – Railroad / Highway crossing
- 1.02 Safety – Hazard Elimination Program
- 1.03 Safety – Safer non-Federal-aid system roads
- 1.04 Safety – Shoulder improvements
- 1.05 Safety – Increasing sight distances
- 1.06 Safety – Safety Improvement Program
- 1.07 Safety – Non-signalization traffic control and operating
- 1.08 Safety – Railway / Highway crossing warning devices
- 1.09 Safety – Guardrails, median barriers, crash cushions
- 1.10 Safety – Pavement resurfacing and / or rehabilitation
- 1.11 Safety – Pavement marking demonstration
- 1.12 Safety – Emergency Relief (23 U.S.C. 125)
- 1.13 Safety - Fencing
- 1.14 Safety – Skid treatments
- 1.15 Safety – Safety roadside rest areas
- 1.16 Safety – Adding medians
- 1.18 Safety – Lighting improvements
- 1.19 Safety – Non-capacity widening or bridge reconstruction
- 1.20 Safety – Emergency truck pullovers
- 2.01 Mass Transit – Transit operating assistance
- 2.02 Mass Transit – Purchase of support vehicles
- 2.03 Mass Transit – Rehabilitation of transit vehicles
- 2.04 Mass Transit – Purchase of equipment for existing facilities
- 2.05 Mass Transit – Purchase of vehicle operating equipment
- 2.06 Mass Transit – Power, signal, and communications system
- 2.07 Mass Transit – Construction of small passenger shelters
- 2.08 Mass Transit – Reconstruction of transit structures
- 2.09 Mass Transit – Track rehab in existing right of way
- 2.10 Mass Transit – Purchase new buses and rail cars to replace
- 2.11 Mass Transit – Construction of new bus or rail storage / maintenance facilities
- 3.01 Air Quality – Ride sharing and van pooling program
- 3.02 Air Quality – Bicycle and Pedestrian facilities
- 4.01 Other – Non-construction related activities
- 4.05 Other – Engineering studies
- 4.06 Other – Noise attenuation
- 4.07 Other – Advance land acquisitions
- 4.08 Other – Acquisition of scenic easements
- 4.09 Other – Plantings, landscaping, etc.
- 4.10 Other – Sign Removal
- 4.11 Other – Directional and informational signs
- 4.13 Other – Damage repair caused by unusual disasters
- 5.01 Other – Intersection channelization projects
- 5.02 Other – Intersection signalization projects
- 5.03 Other – Changes in vertical and horizontal alignment
- 5.04 Other – Interchange reconfiguration projects
- 5.05 Other – Truck size and weight inspection stations
- 5.06 Other – Bus terminals and transfer points
- 5.07 Other – Traffic signal synchronization projects

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**APPENDIX C**  
**CONFORMITY ANALYSIS DOCUMENTATION**

**2021 Conformity Analysis Results Summary -- Madera**

Standard	Analysis Year	Emissions Total		DID YOU PASS?	
		ROG (tons/day)	NOx (tons/day)	ROG	NOx
2008 and 2015 Ozone	2023 Budget	1.1	2.7		
	2023	1.1	2.3	YES	YES
	2026 Budget	1.0	2.5		
	2026	0.9	1.9	YES	YES
	2029 Budget	0.9	2.4		
	2029	0.8	1.8	YES	YES
	2031 Budget	0.8	2.3		
	2031	0.8	1.7	YES	YES
	2037	0.6	1.6	YES	YES
	2042	0.6	1.5	YES	YES

Standard	Analysis Year	Emissions Total		DID YOU PASS?	
		PM-10 (tons/day)	NOx (tons/day)	PM-10	NOx
PM-10	2020 Budget	2.5	4.7		
	2021	1.7	3.6	YES	YES
	2020 Budget	2.5	4.7		
	2029	1.8	1.8	YES	YES
	2020 Budget	2.5	4.7		
	2037	2.1	1.6	YES	YES
	2020 Budget	2.5	4.7		
	2042	1.9	1.5	YES	YES

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Standard	Analysis Year	Emissions Total		DID YOU PASS?	
		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
1997 24-Hour and Annual & 2012 Annual PM2.5 Standards	2014 Budget	0.3	8.1		
	2021	0.1	3.6	YES	YES
	2014 Budget	0.3	8.1		
	2029	0.1	1.8	YES	YES
	2014 Budget	0.3	8.1		
	2037	0.1	1.6	YES	YES
	2014 Budget	0.3	8.1		
2042	0.2	1.5	YES	YES	

Standard	Analysis Year	Emissions Total		DID YOU PASS?	
		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
2006 PM2.5 Winter 24-Hour Standard	2023 Budget	0.2	2.6		
	2023	0.2	2.4	YES	YES
	2024 Budget	0.2	2.5		
	2024	0.2	2.3	YES	YES
	2024 Budget	0.2	2.5		
	2031	0.2	1.8	YES	YES
	2024 Budget	0.2	2.5		
	2037	0.2	1.7	YES	YES
2024 Budget	0.2	2.5			
2042	0.2	1.6	YES	YES	

**UPCOMING BUDGET TEST**

(Note: EPA Action is Pending as of This Analysis; The 1997 and 2012 PM2.5 Budget Test Above Will be Used if EPA Doesn't Determine Adequacy or Approval of the New Budgets before Federal Approval of the 2021 FTIP Conformity Analysis)

		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
<b>1997 24-Hour and Annual PM2.5 Standards</b>	2020 Budget	0.2	4.2		
	2021	0.2	3.7	<b>YES</b>	<b>YES</b>
	2020 Budget	0.2	4.2		
	2029	0.2	1.8	<b>YES</b>	<b>YES</b>
	2020 Budget	0.2	4.2		
	2037	0.2	1.6	<b>YES</b>	<b>YES</b>
	2020 Budget	0.2	4.2		
	2042	0.2	1.6	<b>YES</b>	<b>YES</b>

	Analysis Year	Emissions Total		PM2.5	NOx
		PM2.5 (tons/day)	NOx (tons/day)		
<b>2012 Annual PM2.5 Standard (Moderate Area SIP)</b>	2022 Budget	0.2	3.5		
	2022	0.2	3.3	<b>YES</b>	<b>YES</b>
	2022 Budget	0.2	3.5		
	2029	0.2	1.8	<b>YES</b>	<b>YES</b>
	2022 Budget	0.2	3.5		
	2037	0.2	1.6	<b>YES</b>	<b>YES</b>
	2022 Budget	0.2	3.5		
	2042	0.2	1.6	<b>YES</b>	<b>YES</b>



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		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
	<b>2012 Annual PM2.5 Standard (Serious Area SIP)</b>	2022 Budget	0.2	3.5	
2022		0.2	3.3	YES	YES
2025 Budget		0.2	2.3		
2025		0.2	2.2	YES	YES
2025 Budget		0.2	2.3		
2029		0.2	1.8	YES	YES
2025 Budget		0.2	2.3		
2037		0.2	1.6	YES	YES
2025 Budget		0.2	2.3		
2042		0.2	1.6	YES	YES

**Road Construction Dust**

**MADERA**

Description	2021		2029		2037		2042	
	Year	Lane Miles	Year	Lane Miles	Year	Lane Miles	Year	Lane Miles
	Baseline	2005	1599	2021	1655	2029	1742	2037
Horizon	2021	1655	2029	1742	2037	1920	2042	1948
Difference	16	56	8	87	8	178	5	28
Lane Miles per Year		4		11		22		6
Acres Disturbed		14		42		86		22
Acre-Months		246		755		1554		392
Emissions (tons/year)		27.010		83.050		170.909		43.085
Annual Average Day Emissions (tons)		0.074		0.228		0.468		0.118
District Rule 8021 Control Rates		0.290		0.290		0.290		0.290
<b>Total Emissions (tons per day)</b>		<b>0.053</b>		<b>0.162</b>		<b>0.332</b>		<b>0.084</b>

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**Paved Road Dust Emissions (tons/day)**

<b>MADERA 2021</b>		<b>VMT Daily</b>	<b>VMT (million/year)</b>	<b>Base Emissions (PM10 tpy)</b>	<b>Rain Adj. Emissions (PM10 tpy)</b>	<b>Rain Adj. Emissions (PM10 tons/day)</b>	<b>District Rule 8061/ISR Control Rates</b>	<b>Control-Adjusted Emissions</b>
Enter Freeway VMT ==>	Freeway	1,863,580	680	51.974	50.433	0.138	0.075	0.128
Enter Arterial VMT ==>	Arterial	2,688,144	981	124.754	121.056	0.332	0.282	0.238
Enter Collector VMT ==>	Collector	212,746	78	9.873	9.581	0.026	0.407	0.016
	Urban	39,405	14	13.700	13.294	0.036	0.324	0.025
Enter Total of Urban and Rural Local VMT Here ==>	Rural	107,081	39	161.051	156.276	0.428	0.090	0.390
	<b>146,486</b>							
	<b>Totals</b>	<b>4,910,956</b>	<b>1,792</b>	<b>361.353</b>	<b>350.639</b>	<b>0.961</b>		<b>0.796</b>

<b>MADERA 2029</b>		<b>VMT Daily</b>	<b>VMT (million/year)</b>	<b>Base Emissions (PM10 tpy)</b>	<b>Rain Adj. Emissions (PM10 tpy)</b>	<b>Rain Adj. Emissions (PM10 tons/day)</b>	<b>District Rule 8061/ISR Control Rates</b>	<b>Control-Adjusted Emissions</b>
Enter Freeway VMT ==>	Freeway	1,931,745	705	53.875	52.278	0.143	0.075	0.132
Enter Arterial VMT ==>	Arterial	2,838,710	1,036	131.742	127.836	0.350	0.282	0.251
Enter Collector VMT ==>	Collector	213,375	78	9.903	9.609	0.026	0.407	0.016
	Urban	40,552	15	14.099	13.681	0.037	0.324	0.025
Enter Total of Urban and Rural Local VMT Here ==>	Rural	110,199	40	165.740	160.826	0.441	0.090	0.401
	<b>150,751</b>							
	<b>Totals</b>	<b>5,134,580</b>	<b>1,874</b>	<b>375.359</b>	<b>364.230</b>	<b>0.998</b>		<b>0.826</b>

<b>MADERA 2037</b>		<b>VMT Daily</b>	<b>VMT (million/year)</b>	<b>Base Emissions (PM10 tpy)</b>	<b>Rain Adj. Emissions (PM10 tpy)</b>	<b>Rain Adj. Emissions (PM10 tons/day)</b>	<b>District Rule 8061/ISR Control Rates</b>	<b>Control-Adjusted Emissions</b>
Enter Freeway VMT ==>	Freeway	2,134,765	779	59.537	57.772	0.158	0.075	0.146
Enter Arterial VMT ==>	Arterial	3,208,837	1,171	148.919	144.504	0.396	0.282	0.284
Enter Collector VMT ==>	Collector	273,471	100	12.692	12.315	0.034	0.407	0.020
	Urban	38,144	14	13.262	12.869	0.035	0.324	0.024
Enter Total of Urban and Rural Local VMT Here ==>	Rural	103,654	38	155.897	151.275	0.414	0.090	0.377
	<b>141,798</b>							
	<b>Totals</b>	<b>5,758,871</b>	<b>2,102</b>	<b>390.307</b>	<b>378.735</b>	<b>1.038</b>		<b>0.852</b>

<b>MADERA 2042</b>		<b>VMT Daily</b>	<b>VMT (million/year)</b>	<b>Base Emissions (PM10 tpy)</b>	<b>Rain Adj. Emissions (PM10 tpy)</b>	<b>Rain Adj. Emissions (PM10 tons/day)</b>	<b>District Rule 8061/ISR Control Rates</b>	<b>Control-Adjusted Emissions</b>
Enter Freeway VMT ==>	Freeway	2,362,111	862	65.878	63.925	0.175	0.075	0.162
Enter Arterial VMT ==>	Arterial	3,308,575	1,208	153.548	148.995	0.408	0.282	0.293
Enter Collector VMT ==>	Collector	266,962	97	12.389	12.022	0.033	0.407	0.020
	Urban	40,079	15	13.935	13.522	0.037	0.324	0.025
Enter Total of Urban and Rural Local VMT Here ==>	Rural	108,914	40	163.808	158.951	0.435	0.090	0.396
	<b>148,993</b>							
	<b>Totals</b>	<b>6,086,642</b>	<b>2,222</b>	<b>409.558</b>	<b>397.415</b>	<b>1.089</b>		<b>0.896</b>

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Unpaved Road Dust Emissions (tons/day)

**MADERA 2021**

	Miles	Vehicle Passes per Day	VMT (1000/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)	District Rule 8061/ISR Control Rates	Control-Adjusted Emissions
City/County	87.0	10	317.6	317.550	279.891	0.767	0.333	0.511

**MADERA 2029**

	Miles	Vehicle Passes per Day	VMT (1000/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)	District Rule 8061/ISR Control Rates	Control-Adjusted Emissions
City/County	87.0	10	317.6	317.550	279.891	0.767	0.333	0.511

**MADERA 2037**

	Miles	Vehicle Passes per Day	VMT (1000/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)	District Rule 8061/ISR Control Rates	Control-Adjusted Emissions
City/County	87.0	10	317.6	317.550	279.891	0.767	0.333	0.511

**MADERA 2042**

	Miles	Vehicle Passes per Day	VMT (1000/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)	District Rule 8061/ISR Control Rates	Control-Adjusted Emissions
City/County	87.0	10	317.6	317.550	279.891	0.767	0.333	0.511

**APPENDIX D**

**TIMELY IMPLEMENTATION DOCUMENTATION FOR  
TRANSPORTATION CONTROL MEASURES**

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<u>RACM Commitment</u>	<u>Agency</u>	<u>Commitment Description</u>	<u>Commitment Schedule</u>	<u>Commitment Funding</u>	<u>Project Description</u>	<u>Implementation Status</u>	<u>Implementation Status</u>
						<b>2021 FTIP/2018 RTP AMENDMENT 1</b>	<b>2021 Conformity Analysis</b>
						<b>(as of December 2020)</b>	<b>(as of May 2021)</b>
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. 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. MCTC Staff have developed spanish/english pocket-sized, information booklets focused on concise, easy to understand information about transportation services available throughout all communities in Madera County. The booklets were developed in coordination with local jurisdiction staff, health and human services departments, educational institutions, and transportation service providers operation local, regional and state-wide systems.	MCTC continues to provide commute solutions information through the Public Awareness Program. MCT C staff have focused on improving communication for all matters in virtual settings in response to the COVID-19 Pandemic. The Public Awareness Program will continue to evolve to utilize new and effective communication practices that have materialized using the pandemic period.
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. MCTC developed a Public Participation Plan, which was approved in May 2004 and last updated in July of 2019. MCTC has taken adequate steps to conform to Americans With Disabilities Act accessibility mandates for content and information on their website and other digital products. The MCTC website is able to The MCTC Public Awareness Program is an ongoing annual program.	The MCTC Public Awareness Program is an ongoing annual program. MCTC staff engages with the public verbally, in writing, through social media and electronic mailings. MCT C staff have focused on improving communication for all matters in virtual settings in response to the COVID-19 Pandemic. The Public Awareness Program will continue to evolve to utilize new and effective communication practices that have materialized using the pandemic period.
MA 5.2	City of Madera	Cleveland Avenue	not specified	not specified	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 contiguous in accordance with the FTIP CMAQ programming cycle). Signal coordination is not warranted on Cleveland Ave. at this time.	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 and will continue to be monitored for suitability.
		Gateway Drive: coordinate five signals	not specified	not specified	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

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 has featured articles documenting the benefits of alternative commenting 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.
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 Preferential Parking Outreach Program is not programmed in the TIP. The MCTC website has featured articles documenting the benefits of alternative commenting 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 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	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	In Chowchilla, Class II Bike lane on Avenue 26 from Road 16 1/2 to Fig Tree Road	Project Completed September 2002	Complete
				Local/ Congestion Mitigation	Various locations in the vicinity of Wilson Elementary School - Ped facilities	Began in 2020	Ongoing
MA5.3	Madera County	Reduce Traffic Congestion at Major Intersections		Local	In Coarsegold, Installed traffic signal at Chukchansi Casino	Project Completed in 2002	Complete
				Local	In Madera Ranchos, Installed traffic signal at Road 36/Avenue 12	Project Completed in 2002.	Complete
				Local	In Oakhurst, Installed traffic signal at Road 427/Road 426	Project Completed in 2002.	Complete
				Local	Installed traffic signal at Road 200/SR 41	Project Completed November 2007.	Complete
				SHOPP	Installed traffic signals at SR 99/Ave 12	Project Completed in 2009.	Complete
				SHOPP	Installed traffic signal at SR 41/Yosemite Springs Parkway	Project Completed in May 2009	Complete
				HSIP	Installed traffic signal at Lanes Bridge Dr./Childrens Blvd	Project Completed August 2009.	Complete
				Local	Installed traffic signal at SR 41/Road 415	Project Completed September 2009.	Complete
				Local	Installed traffic signal and right through lane at SR 41/Road 200	Project Completed in 2010	Complete
				Local	Installed traffic signal at Avenue 12 and Road 36	Project Completed in 2011	Complete
				Local	Installed Signal in Madera County at Avenue 12 overcrossing	Project Completed in 2010	Complete
				Local	Installed Signal in Madera County just west of Avenue 12 overcrossing	Project Completed in 2013	Complete
				Local	Installed Signal in Madera County at Janes Rd and Childrens Blvd	Project Completed in 2012	Complete
				Local	Intall dual left turn lanes on Cleveland at Schnoor	Project Completed in 2017	Complete
				Local	Installed traffic signal at Road 36 and Ave 12.5	Project Completed in 2016	Complete
				Local	Installed signal at Childrens Blvd and Peck Ave	Project Completed in 2017	Complete
MA9.3	Madera County	Bicycle/Pedestrian Program		Local	Class II bicycle lanes on Road 427	Project Completed July 2002	Complete
				Local	In Oakhurst, Constructed sidewalks on SR41	Project Completed January 2003	Complete
				Local	Constructed sidewalks on Road 26 at Ave 17	Project Completed January 2004	Complete
				Local	Class II Bicycle Lanes on RD 26 from Madera city limits to Ave 17	Project Completed November 2005	Complete
				Local	Constructed sidewalks on Road 36 at Ave 12	Project Completed September 2006	Complete
				Local	Class II Bicycle Lanes on Road 36 North of Ave 12	Project Completed September 2006	Complete
				Local	Constructed Bicycle Lanes and Pedestrian Walkways at Desmond and Nishimoto Schools in Madera county	Project Completed in 2011	Complete
				Local	In Oakhurst, Constructed sidewalks on Road 426	Project Completed in 2013	Complete
				Local/ Congestion Mitigation	New sidewalk construction Road 30 at Avenue 12 north the Madera Community College	Project Completed in 2020	Complete
MA5.3	City of Madera	Reduce Traffic Congestion at Major Intersections		Local	In Madera, Installed traffic signal at Olive/Gateway	Project Completed June 2002	Complete
				Local	In Madera, Installed traffic signal at Olive/Stadium	Project Completed February 2004	Complete
				Local	In Madera, Installed traffic signal at Schnoor/Foxglove	Project Completed June 2004	Complete
				Local	In Madera, Installed traffic signal at Schnoor/Sunset		Complete
				Local	In Madera, traffic signal modifications at Stadium Rd./Pecan Ave.	Project Completed September 2008	Complete
				Local	In Madera, Installed traffic signal at Raymond Rd/Cleveland Ave.	Project Completed 2012	Complete
				Local	In Madera, Installed double left turn lanes at Cleveland and Schoor	Project Completed 2013	Complete
MA9.3	City of Madera	Bicycle/Pedestrian Program		Local	Class I Bike Path- Fresno River Trail - Schnoor to Granada	Project completed in 2002	Complete
				Local	Class I Bike Path- Fresno River Trail - Granada to Westberry	Project completed in 2005	Complete
				Local	Class II Bike Lane - Cleveland Ave from Sharon to Raymond	Project completed in 2005	Complete
				Local	Class II Bike Lane - Stadium Road n/o Pecan	Project completed in 2005	Complete
				Local	Fresno River Trail Undercrossing at D & Lake Street	Project completed August 2008	Complete
				Local	Fresno River Trail Bike and Pedestrian Trail; Calss 1 Bike and Undercrossing	Project completed in 2010	Complete
				Local	Schnoor Bridge Fresno River Trailer	Project completed in 2012	Complete
				Local	Fresno River Trail Bike and Pedestrian Trail; Calss 1 Schnoor to North Bank	Project completed in 2017	Complete
				Local/HSIP	Construction of sidewalks on Sunset Avenue from Granada Avenue to Foster Avenue	Project completed in 2020	Complete

**APPENDIX E**

**PUBLIC MEETING PROCESS DOCUMENTATION**



**NOTICE OF PUBLIC MEETING ON THE  
DRAFT 2021 CONFORMITY ANALYSIS**

NOTICE IS HEREBY GIVEN that the Madera County Transportation Commission will hold a public meeting on June 23, 2021 at 3:00PM regarding the Draft 2021 Conformity Analysis. The purpose of this public meeting is to receive public comments on these documents. In accordance with Governor Newsom's Executive Order N-29-20, the Madera County Transportation Commission (MCTC) Board Room will be closed, and the Policy Board Members and staff will be participating in this meeting via GoToWebinar. In the interest of maintaining appropriate social distancing measures, members of the public may participate in the meeting electronically and shall have the right to observe and offer public comment during the meeting. Additional information regarding the public hearing will be included in the June 23, 2021 meeting agenda.

- The 2021 Conformity Analysis contains the documentation to support a finding that the 2021 FTIP and 2018 RTP (as amended if applicable) meet the air quality conformity requirements for ozone and particulate matter.

REASONABLE ACCOMMODATIONS: Persons who require accommodation for any audio, visual or other disability or Spanish or other interpretation in order to review an agenda, or to participate in a meeting of the Policy Board of the Madera County Transportation Commission per the American Disabilities Act (ADA), may obtain assistance by requesting such accommodation in writing. Please address your written request to the Administrative Analyst, 2001 Howard Road, Suite 201, Madera, California, 93637 or email [sandy@maderactc.org](mailto:sandy@maderactc.org), or telephonically by calling (559) 675-0721. Any such request for accommodation should be made at least 3 business days prior to the scheduled meeting for which assistance is requested.

A 30-day public review and comment period will commence on May 21, 2021, and conclude on June 21, 2021. The draft documents are available for review at the MCTC office, located at 2001 Howard Road, Suite 201, Madera, CA 93637 (by appointment) and on the MCTC website at

Public comments are welcomed at the meeting, or may be submitted in writing by June 23, 2021 to Dylan Stone at the address below.

After considering the comments, the documents will be considered for adoption, by resolution, by the Madera County Transportation Commission Policy Board at a regularly scheduled meeting to be held on June 23, 2021. The documents will then be submitted to state and federal agencies for approval.

Contact Person: Draft 2021 Conformity Analysis  
Dylan Stone, Principal Regional Planner  
2001 Howard Road, Suite 201  
Madera, CA 93637  
(559) 675-0721  
[dylan@maderactc.org](mailto:dylan@maderactc.org)

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

In the matter of

**RESOLUTION ADOPTING THE**  
**MADERA COUNTY**  
**TRANSPORTATION COMMISSION**  
**2021 CONFORMITY ANALYSIS**

Resolution No.: **21-09**

**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

**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 2021 FTIP program listing is consistent with: 1) the 2018 Regional Transportation Plan; 2) the 2020 State Transportation Improvement Program; and 3) the corresponding 2021 Conformity Analysis; and

**WHEREAS**, the 2021 FTIP contains the MPO's certification of the transportation planning process assuring that all federal requirements have been fulfilled; and

**WHEREAS**, the 2021 FTIP and 2018 RTP meet all applicable transportation planning requirements per 23 CFR Part 450; and

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

**WHEREAS**, the 2021 Conformity Analysis was conducted to re-determine conformity to new and upcoming State Implementation Plan conformity budgets for the 2021 FTIP and 2018 RTP; and

**WHEREAS**, the 2021 Conformity Analysis supports a finding that the 2021 FTIP and 2018

**WHEREAS**, the 2021 FTIP and 2018 RTP do not interfere with the timely implementation

**WHEREAS**, the 2021 FTIP and 2018 RTP conform to the applicable State Implementation Plans; and

**WHEREAS**, the documents have been widely circulated and reviewed by Madera County Transportation Commission 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

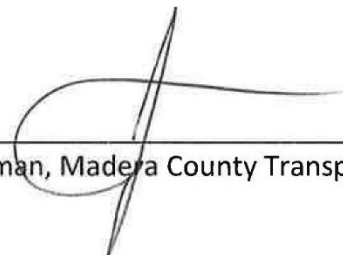
**WHEREAS**, a public hearing was conducted on June 23, 2021 to hear and consider comments on the 2021 Conformity Analysis;

**NOW, THEREFORE, BE IT RESOLVED**, that Madera County Transportation Commission adopts the 2021 Conformity Analysis .

**BE IT FURTHER RESOLVED**, that the Madera County Transportation Commission finds that 2021 FTIP and 2018 RTP are in conformity with the requirements of the Federal Clean Air

The foregoing resolution was passed and adopted by Madera County Transportation Commission this 23rd day of June, 2021 by the following vote:

Commissioner Jose Rodriguez	<u>Yes</u>
Commissioner Tom Wheeler	<u>Yes</u>
Commissioner Waseem Ahmed	<u>Yes</u>
Commissioner Brett Frazier	<u>Absent</u>
Commissioner Cecelia Gallegos	<u>Yes</u>
<u>Alt. Commissioner Leticia Gonzalez</u>	<u>Yes</u>

  
\_\_\_\_\_  
Chairman, Madera County Transportation Commission

  
\_\_\_\_\_  
Executive Director, Madera County Transportation Commission

**APPENDIX F**

**RESPONSE TO PUBLIC COMMENTS**

*(No public comments were given during the 30-day public review and comment period or the public hearing)*