

EXHIBIT III
STATEWIDE PLANNING
CERTIFICATION

PART I OF THE STATEWIDE PLANNING SELF CERTIFICATION

Planning and Programming Overview

In California, the state and federal requirements for transportation planning and programming have been integrated as a continuing, cooperative and comprehensive sequence, which provides for consideration of all modes of transportation, to achieve a balanced transportation system.

Planning and programming in all fifty-eight counties is a joint endeavor of the state's Department of Transportation (Caltrans), local transportation planning entities and providers, local elected officials, Tribal governments, and members of the public. Under Section 29532 of the California Government Code, each county is part of a Regional Transportation Planning Agency (RTPA), which performs most of the same duties as a Metropolitan Planning Organization (MPO). There are eighteen MPOs in the state, sixteen of which are also RTPAs. There are twenty-one non-MPO rural RTPAs whose county and RTPA boundaries are the same. Four MPOs have multi-county boundaries.

Whether an RTPA, an MPO or a combination RTPA-MPO, each regional agency annually adopts an Overall Work Program (OWP) which is a comprehensive listing of, and budget for, all transportation planning activities in the region. These activities support, develop and implement the Regional Transportation Plan (RTP), which is the basis for each RTPA's/MPO's Regional Transportation Improvement Program (RTIP) and each MPO's Federal Transportation Improvement Program (FTIP).

In addition to the individual regional RTPs, the key planning building blocks for the Federal Statewide Transportation Improvement Program (FSTIP) are Caltrans' ten-year State Highway Operation and Protection Plan (SHOPP), Interregional Transportation Strategic Plan (ITSP), and District System Management Plans (DSMPs), as well as the state's California Transportation Plan (CTP).

The key programming building blocks for the FSTIP are the FTIPs in MPO regions, the RTIPs, the Interregional Transportation Improvement Program (ITIP) and the SHOPP in the rural non-MPO regions.

The FTIPs include federally funded projects such as National Highway System (NHS), Surface Transportation Program (STP), Congestion Mitigation and Air Quality (CMAQ) program, transportation enhancement activities, federal lands highways, trails, pedestrian walkways, bicycle facilities and Indian Reservation Roads. Additionally, any project that is deemed regionally significant, regardless if it is federally funded or not, must be included in the FTIP.

The FSTIP is a compilation of the MPOs' FTIPs, and Caltrans' ITIP and SHOPP, plus projects in rural areas not included in any MPO's FTIP. Among this last group, for

example, are Indian Reservation Roads, Parkway and Park Roads, and Public Lands Highway program projects.

The selection of projects in the FSTIP involves local and regional agencies, elected officials, state agencies, Tribal governments, and public participation at both planning and programming stages.

Consultation and Public Involvement

Senate Bill 45 (Chapter 622, Statutes 1997, Kopp) revised transportation funding in California by placing greater emphasis on regional decision-making. RTPAs are responsible for programming 75% of California's State Transportation Improvement Program (STIP) funds, and Caltrans programs the remaining 25% for interregional projects. Although the funding sources are separated, decisions are being made collaboratively and projects are often funded with a regional/interregional improvement program combination.

The entire transportation planning process is accomplished through regularly scheduled technical, policy, and community advisory committees, commission meetings, public hearings, workshops, and open houses, as well as other outreach efforts. Regardless of funding source, projects are included in the regional RTPs, which are developed by consulting with Tribal governments, and significant public participation.

Each year, Caltrans participates in the Federal Highway Administration (FHWA)/Federal Transit Administration (FTA) Annual MPO Meetings. Discussion of public involvement plans, programs, consulting with Tribal governments, and evaluation of public participation is a component of these meetings. Although there are not similar formal annual meetings with non-MPO RTPAs, these agencies also prepare and implement consultation with Tribal governments and public involvement plans and programs. Additionally, through the transit Unmet Needs hearing process, all regional agencies meet with members of the community and with representatives of special needs communities to focus on transit improvements, which are reasonable to meet. This is a requirement of California's Transportation Development Act, funded from the Public Transportation Account.

Tribal Governments

Federal statute and regulation (Title 23, U.S.C., Chapter 1, Sections 134 and 135, as amended by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), provides statutory guidance relative to the planning and programming requirements. Section 135, Statewide Planning, includes numerous references to a state's requirement to include Tribal Governments in transportation planning and programming. Paragraph (d), Additional Requirements, "Each State in carrying out planning under this section shall, at a minimum, consider the following: The

concerns of Indian tribal governments having jurisdiction over lands within the boundaries of the State.” Paragraph (e), Long-Range Plan, “The State shall develop a long-range transportation plan for all areas of the State. With respect to areas of the State under the jurisdiction of an Indian tribal government, the plan shall be developed in cooperation with such government and the Secretary of the Interior.”

In accordance with federal and state statutes and regulations, Caltrans has taken the following measures to improve consultation, coordination and inclusion of Tribal concerns in the appropriate planning and programming documents:

- Created the Native American Liaison Branch and District Native American Liaison positions to act as liaisons between federal, state, local agencies and Tribal Governments.
- Created the Director’s Native American Advisory Committee (Committee), which is comprised of duly nominated and selected members of Federally recognized Tribes, as well as Indian organizations. The Committee makes recommendations and provides advice to the Director regarding matters of interest or concern to Tribes and their constituents.
- Implemented Director’s Policy Number 19, “Working with Native American Communities,” establishing and promoting the government-to-government relationship with Tribal Governments, as well as acknowledging the Native American communities.
- Developed the “Transportation Guide for Native Americans” for the purpose of assisting and outreach to the Tribal Governments and other Native Americans to understand how Caltrans and local governments address transportation issues. This publication also serves as a guide to Caltrans and MPOs/RTPAs regarding the governance of Tribes.
- Reviewed of 44 Overall Work Plans (OWP) and Regional Transportation Plans (RTP) to encourage and Tribal government consultation and Native American participation.
- Conducted a Tribal Transportation Academy to provide instruction and information on the State’s transportation processes. This training is designed to provide information to Tribes, so they can understand how they can participate in these processes.
- The Native American Advisory Committee selected a member to advise Caltrans staff on consultation processes for the California Transportation Plan (CTP) (see Tribal involvement described below under the CTP.)

- Caltrans provides grant programs which Tribal governments have participated. These projects have provided the Tribes with resources needed to begin the process of transportation planning.
- Caltrans is partnering with the Tribes to develop Tribal Transportation Needs Assessments, which can be used to articulate the Tribe's transportation needs for inclusion in State planning and programming documents.
- Caltrans partnered with the Bureau of Indian Affairs (BIA) and 77 Tribal governments in a project to collect data on the miles and condition of the roads and bridges that serve Tribal Reservations/Rancherias. This information is valuable to the parties because it is a tool to assist in the planning and programming of projects that benefit Tribal communities.
- The Native American Advisory Committee selected members to participate in the Strategic Highway Safety Plan steering committee and advise the participants on issues that are of interest to the Tribes. These committee members will also share decisions made by the committee with Native American communities statewide.

California Transportation Plan

The California Transportation Plan (CTP) fulfills federal (Title 23, USC, Section 135 and 23 CFR Section 450.214) and state (Government Code Section 65070 et seq.) requirements for the preparation of a statewide transportation plan that provides for the mobility and accessibility of people, goods, services and information throughout the state within a continuous planning process.

The CTP is a long-range transportation policy plan that provides a common framework to guide decisions and investments by all levels of government and the private sector on the state's multimodal transportation system. It provides a vision for California's future transportation system and defines goals, policies, and a menu of strategies to achieve the vision.

As part of a continuing, cooperative, and comprehensive statewide planning process, the CTP is developed in cooperation with the state's RTPAs, in consultation with affected local transportation officials, Tribal Governments and other interested parties, and through broad public involvement.

The CTP is an important decision tool that links State and regional transportation plans. The CTP is influenced by the regional planning process and provides broad strategic guidance for developing future regional transportation plans (RTPs). As defined by State statute, the CTP is a policy plan and is not project specific.

California Transportation Plan 2040

The current CTP 2025 and Addendum for 2030 will be updated for a 2040 planning horizon. Caltrans has extended the anticipated CTP 2035 planning horizon to 2040, in response to Senate Bill 391 (Chapter 585, Statutes 2009, Liu). Senate Bill 391 requires Caltrans to update the CTP by December 2015 and every five years thereafter. The legislation directs Caltrans to address how the state will achieve greenhouse gas emissions reductions consistent with Assembly Bill 32 (Chapter 488, Statutes 2006, Nunez) and Governor Arnold Schwarzenegger's Executive Order S-03-05 in the CTP.

Senate Bill 391 also specifies that Caltrans identify the statewide, integrated, multimodal transportation system needed to achieve these greenhouse gas emission results. In identifying this system, Senate Bill 391 requires the CTP to take into consideration the use of alternative fuels, new vehicle technology, tailpipe emissions, and the expansion of public transit, commuter rail, intercity rail, bicycling, and walking.

California Interregional Blueprint and the California Transportation Plan 2040

Caltrans is developing the California Interregional Blueprint (CIB) to enable Caltrans to meet the Senate Bill 391 requirements. The CIB will better link transportation and land use by integrating proposed interregional highway, transit, rail (including high-speed rail and intercity rail), goods movement, aviation, and other transportation system, strategic plans, and regional transportation and blueprint plans into a common framework for analysis. The CIB will provide the foundation for the next update to CTP, the CTP 2040.

The CIB will help evaluate how well State and regional plans will address future demand for interregional travel, while meeting our goals for a sustainable transportation system. The CIB will enhance the CTP and increase our understanding of the interactions between land use and transportation investments, especially related to greenhouse gas emissions. This understanding will position Caltrans to better respond to Senate Bill 391 requirements and MAP-21.

California Transportation Plan 2040 and Public Participation

An additional requirement under SAFETEA-LU was the development of a statewide process for public engagement on the statewide planning and programming process. The Public Participation Plan (PPP) for the CTP and the FSTIP adopted July 1, 2008, documents the process that will be used to guide public engagement in the development of the update to the CTP. The public expressed a high level of interest in transportation planning, and Caltrans will employ a wide range of outreach techniques to gather public input including: a web site that is readily accessible, email blasts, focus groups, regional workshops, stakeholder group presentations, media outreach, and surveys. Public input on the CTP is essential as it influences long-range transportation policy and, ultimately, the investments made in California's transportation system.

The CTP 2040 will focus on updating the vision and policy framework to meet SB 391 requirements, and new trends and challenges. Significant trends and challenges include population growth, adverse effect of climate change, public health and chronic budget deficits. The CTP will also incorporate the CIB analysis of state and regional transportation plans, land use visions, and modeling to assess the effects of transportation policies on the economy and strategies on greenhouse gas emissions and system performance.

PART II OF THE STATEWIDE PLANNING CERTIFICATION

The Division of Transportation Planning (DOTP) administers the Metropolitan Planning (PL) funds and State Planning and Research (SP&R) funds for the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). Although combined into the Consolidated Planning Grant, the metropolitan planning component of these funds is annually sub-allocated to the eighteen Metropolitan Planning Organizations (MPOs) based on a formula agreed-to among California Department of Transportation (Department), the MPOs and FHWA/FTA. The state planning and research component is awarded to successful applicants annually through a Request for Proposal (RFP) procedure.

Compliance with Title VI is accomplished via self-certification. All MPOs include the FHWA/FTA self-certifications as part of their annual overall work program and all non-MPO grant awardees are required to provide certifications as a condition precedent to receiving any federal state planning and research grant funds. Certifications are signed by either the Chair of MPO Board of Directors or by the executive director if designated by the Board. Caltrans District Director in whose area the recipient is located also signs them.

Caltrans attends all FHWA/FTA Annual MPO Meetings, as well as the certification reviews of those MPOs that are transportation management agencies. This is augmented through Division of Local Assistance's reviews of local agencies, with participation by Caltrans' Title VI Program.

Title VI and Environmental Justice

Caltrans established a statewide Environmental Justice Program within the Planning Program to research, promote and assist the integration of Environmental Justice (EJ) in transportation planning and programming activities. In November 2001, Caltrans published Director's Policy No. 21 on *EJ*, and Deputy Directive No. 63 on *EJ and Civil Rights in Transportation Decision Making* to integrate EJ into transportation plans, programs and activities. In January 2003, Caltrans released the "Desk Guide: Environmental Justice in Transportation Planning and Investments", a desk reference for planners and community organizations. Recently, Caltrans completed the "Community Primer on Environmental Justice and Transportation Planning". This document provides a useful and convenient roadmap for community groups and associations and Native American Tribal Governments to get involved in the transportation planning and decision-making process.

Additionally, Caltrans administers a three million dollar EJ Grant Program to provide direct financial assistance to communities, local government, regional agencies, Community Based Organizations (CBO), and Tribal governments to enhance public

participation in transportation investment decisions and improve services in underserved communities.

California Transportation Plan and Federal Statewide Transportation Improvement Program Public Participation Plan

California's adopted Public Participation Plan (PPP) provides for early and continuing public involvement and enhanced efforts to reach traditionally underserved groups. The PPP will guide the public outreach efforts during development of the FSTIP and the CTP 2040.

Caltrans held nine California Interregional Blueprint (CIB) workshops statewide. Participants represented MPOs, RTPAs, other state agencies, transit agencies, county health departments, environmental advocacy groups, and bicycle and pedestrian groups. All workshops were webcast and materials were available on the web portal. In most workshops, participants were asked their opinions on key topics using interactive polling technology. The results were tabulated and immediately presented back to the group as a catalyst for discussion. This consultation process will be further expanded for the CTP 2040.

Our plans for continued input and support include conducting outreach to external stakeholders and Tribal Governments, updating the web portal, and initiating public outreach efforts for the CTP 2040. Caltrans will employ a wide range of outreach techniques to gather public input including: focus groups, regional workshops, stakeholder group presentations, media outreach, and surveys.

The PPP emphasizes engaging traditionally underserved groups by providing meaningful public involvement opportunities to minority and low-income populations. Some of the public outreach strategies that will be used include actively engaging minority and low-income populations at their community gathering places, advertising in ethnic media, providing outreach materials at transit facilities, and communicating through trusted community leaders. Public outreach efforts will strive to clearly show how the CTP 2040 is relevant to minorities and low-income populations.

During CTP 2040 outreach activities, on an as-needed basis, language assistance will be provided to participants whose first language is other than English, documents in alternate formats will be made available to those with sensory disabilities, and disability assistance will be provided at workshops. Workshops and focus groups will be open to as many people as possible by choosing easily accessible locations, accommodating nontraditional work schedules and, where necessary, providing incentives for participation of underrepresented populations.

Public Engagement Contract

Caltrans is into the first year of a three year on-call service contract that provides professional engagement. The \$1.7 million contract assists Caltrans in complying with Title VI, EJ, and Limited English Proficiency requirements while involving the public in Caltrans' planning efforts. The consultant is encouraged to subcontract with community based, nonprofit, grass roots and advocacy organizations with interests in traditionally under-represented groups and Indian Tribal Governments. With direction from the districts, the consultant promotes public awareness of outreach events, facilitate meetings, provide technical assistance and interpretive services, and document the results of public participation efforts.

PART III OF THE STATEWIDE PLANNING SELF-CERTIFICATION

Disadvantaged Business Enterprise Program

Caltrans receives federal financial assistance from the United States Department of Transportation (U.S. DOT). As required by federal law, Caltrans implements a Disadvantaged Business Enterprise (DBE) Program in accordance with the applicable requirements of 49 Code of Federal Regulations (CFR), Part 26.

Caltrans' overall DBE goal is 13.5%, to be met through 6.5% race neutral and 6.5% race conscious measures, for projects funded through FHWA, and 4% race-neutral measures for those projects funded through the Federal Transit Administration (FTA). Caltrans has signed assurances that require outreach to DBEs on FHWA and FTA funded projects as a condition of continued eligibility for federal financial assistance.

PART IV OF THE STATEWIDE PLANNING CERTIFICATION

ADA and Accessibility

The Americans with Disabilities Act (ADA) of 1990 mandates equal opportunity for, and prohibits discrimination against, individuals with disabilities. In particular, Title II of the ADA and Section 504 of the Rehabilitation Act of 1973 require State, local and regional agencies to provide transportation programs, services and activities that are accessible to all individuals. Title II of the ADA also requires Caltrans to prepare, maintain and periodically update the Transition Plan that outlines methods, responsible individuals, and schedule of work needed to eliminate conditions that limit or prevent access and movement by disabled persons within the public right of way and buildings.

The Transition Plan reflects an ongoing statewide assessment of sidewalks and other highway features used by pedestrians as well as off right of way infrastructure including rest areas, maintenance stations and other structures. Caltrans is continually updating the Transition Plan. Specific elements of the Transition Plan will be implemented as soon as possible to accelerate compliance work on highway facilities. In addition to the ADA elements contained in construction projects, Caltrans will:

- Increase its level of investment on the ADA compliance efforts to \$1.1 billion over the next 30 years beginning with an allocation of \$25 million annually for the next five years.
- Enhance Caltrans' ADA grievance process to provide greater public access, more timely responses and improved tracking of barrier removal projects.
- Reconstruct pavement at pedestrian highway crossings (crosswalks) and retrofit of traffic signals to provide audible crossing indications for the visually impaired for a considerable percentage of the approximately 15, 000 State highway intersections throughout the State.

The overall cost of ADA compliance work within State highway rights-of-way is expected to exceed \$2 billion by 2030. The overall compliance work and schedule for accomplishment will be more fully defined in the updated Transition Plan.

PART V OF THE STATEWIDE PLANNING SELF-CERTIFICATION

Federal Clean Air Act (FCAA) 176(c), 176(d) - State Implementation Plan (SIP) Conformity

Nonattainment/Maintenance Areas in the State

All Metropolitan Planning Organizations (MPOs) in the state contain areas that are nonattainment or attainment-maintenance for one or more federal air quality standards, and currently perform conformity analysis, except for the following: Shasta, Monterey Bay (AMBAG) and Santa Barbara. Non-MPO areas that are nonattainment or attainment-maintenance for federal air quality standards, and are subject to conformity requirements as of September 1, 2012, include portions of Mono and Inyo Counties (small PM10 areas); and the western portion of Nevada County, Amador County*, Calaveras County, Tuolumne County*, and Mariposa County (ozone).

The following changes occurred in nonattainment designations and air quality standards in the past two years:

- Numerous areas (detailed below) were designated nonattainment for the 2008 ozone standard, which replaces the 1997 ozone standard for conformity purposes on July 20, 2013. Two non-MPO counties that were nonattainment (marginal) for the 1997 ozone standard will be attainment for ozone (2008 standard) starting on that date: Amador, Tuolumne.

- The following areas were redesignated or reclassified in 2011-12:
 - San Joaquin Valley (8 MPOs): designated nonattainment for the 2008 ozone standard, retaining “Extreme” classification.
 - Imperial County: designated nonattainment (Marginal) for the 2008 ozone standard.
 - South Coast: designated nonattainment for the 2008 ozone standard, retaining “Extreme” classification; designated attainment for 2009 (1-hour) NO₂ standard (retains “maintenance” for the annual standard); designated nonattainment (Los Angeles Co. portion only) for Lead.
 - Ventura County: designated nonattainment for the 2008 ozone standard, retaining “Serious” classification.
 - Mojave Desert & Antelope Valley: designated nonattainment for the 2008 ozone standard, retaining “Severe” classification.
 - Coachella Valley: designated nonattainment for the 2008 ozone standard, retaining “Severe” classification
 - Sacramento Metro Area: designated nonattainment for the 2008 ozone standard, retaining “Severe” classification.

- Yuba-Sutter Co. (part of SACOG): Sutter Buttes designated attainment for the 2008 ozone standard effective July 20, 2013.
 - San Francisco Bay Area: designated nonattainment (Marginal) for 2008 ozone standard.
 - Butte County (BCAG): designated nonattainment (Marginal) for the 2008 ozone standard.
 - San Diego (SANDAG): designated nonattainment (Marginal) for the 2008 ozone standard.
 - Eastern Kern County (KCOG): designated nonattainment (Marginal) for the 2008 ozone standard.
 - Eastern San Luis Obispo County (SLOCOG): designated nonattainment (Marginal) for the 2008 ozone standard; new area with first conformity determination due July 20, 2013.
 - Non-MPO areas designated nonattainment (Marginal) for the 2008 ozone standard include: Tuscan Buttes (Tehama County), Western Nevada County, Calaveras County, and Mariposa County.
 - Two tribal areas within the boundaries of South Coast air basin were designated as separate nonattainment areas for the 2008 ozone standard: Morongo (Serious) and Pechanga (Moderate).
- No changes occurred based on PM2.5, PM10, CO, or other pollutant standards.
 - Areas within California that are currently designated attainment with a Maintenance SIP include: South Coast air basin (NO2); San Joaquin Valley, Coso Junction, and Indian Wells Valley (PM10); and all Carbon Monoxide (CO) areas in the state.
 - U.S. EPA revised and made more stringent its standards ozone (2008 standard) and plans to propose another revised ozone standard in 2013. Area designations and classifications were done for the 2008 standard as described above. NO2 area designations based on the roadway-dominated 1-hour standard will probably affect conformity significantly in a 2016-18 timeframe, after data from a new near-road monitoring program become available.

The attached map shows areas subject to Transportation Conformity requirements in California, with MPO areas indicated where applicable.

Current status of MPO conformity determinations and processes

Most MPOs in California prepare and complete regional conformity determinations as provided in 40 CFR 93. The Federal Statewide Transportation Improvement Program (FSTIP) relies on and incorporates by reference the MPOs' conformity determinations for applicable portions of the FSTIP.

The Lake Tahoe area (TMPO) will enter the conformity lapse grace period on 1/26/2013 when its RTP conformity determination expires. TMPO does not plan on adopting a new RTP until later in 2013. The FTIP submitted by TMPO is expected to contain no new non-exempt projects.

MPO Areas

No new MPO areas were designated in 2008-2010.

All MPO areas have valid conformity determinations and processes as of September 1, 2012, although see discussion of TMPO above regarding a near-term RTP-related conformity lapse grace period. All areas affected by nonattainment designation for the 2008 ozone standard are expected to have new regional conformity determinations in place before the 7/20/2013 deadline.

All MPO conformity analyses in California use emission budgets based on EMFAC 2007, the current version, except the Bay Area (ozone budget is based on modified EMFAC 2000 for the 1-hour ozone standard under "interim" conformity procedures). All MPOs that are subject to conformity requirements have adequate or approved emission budgets available for all pollutants except PM_{2.5} based on the 2006 standard. These areas therefore do not currently have limitations on carrying out new regional conformity analyses for major portions of their planning areas.

The San Francisco Bay Area (MTC) has an approved Conformity SIP. All other areas operate under Federal (EPA) rules regarding conformity consultation procedures.

Rural (non-MPO) nonattainment areas under state jurisdiction for conformity purposes

"Isolated Rural" areas are non-MPO areas that are subject to conformity requirements, where there is no MPO within the nonattainment area. Regional conformity analysis and interagency consultation is carried out and documented, as needed, through the National Environmental Policy Act (NEPA) analysis and public involvement process. In these areas, the State (Caltrans) is responsible for carrying out analysis and consultation for non-exempt, regionally significant projects and submitting the necessary conformity analysis to FHWA and FTA.

“Donut” areas are rural (non-MPO) areas that are subject to conformity requirements, and are in the same nonattainment area as an MPO. The adjacent MPO makes a conformity determination for the “donut” area based on the FTIP and a 20-year emission analysis.

Rural areas within the same nonattainment area as an MPO ("donut" areas)

None

Rural areas that do not have an MPO within the same nonattainment area ("isolated rural" areas)

8 nonattainment areas as described below.

Mono and Inyo Counties

Portions of each county are nonattainment for PM10. A total of four nonattainment areas are involved. The Mammoth Lakes SIP includes emission control measures related to transportation operations and land use, but does not identify either Transportation Control Measures or mobile source emission budgets. The Owens Valley SIP indicates that highway operational emissions are not a significant contributor to the emission inventory. EPA has proposed redesignation to attainment (maintenance) for the Coso Junction area. There have been and continue to be very few regionally significant highway projects in these remote counties. Conformity analysis is done at the project level.

Western Nevada County

The western portion of the county (not including the Truckee area east of the Sierra Nevada mountain range crest) is nonattainment for ozone. Caltrans District 3, the regional transportation planning agency (Nevada County Transportation Commission), and the air quality management district (Northern Sierra AQMD) cooperatively perform conformity analysis for regionally significant projects.

Central Mountain Counties (Calaveras County)

This nonattainment area contains the non-MPO counties of Amador and Calaveras for the 1997 ozone standard; on July 20, 2013 the 1997 ozone standard is revoke for conformity purposes, and Amador County will no longer be subject to conformity requirements at that time. These counties, along with Alpine County, have traditionally coordinated transportation planning activities. Caltrans District 10, the transportation planning agencies for the two counties, and the air pollution control districts for the two counties cooperatively perform conformity analysis for regionally significant projects.

Southern Mountain Counties

This nonattainment area contains the non-MPO counties of Tuolumne and Mariposa; on July 20, 2013 the 1997 ozone standard is revoke for conformity purposes, and Tuolumne County will no longer be subject to conformity requirements at that time. These counties include most of Yosemite National Park, which is an active participant in the regional conformity consultation process along with Caltrans District 10, the transportation planning agencies of the two counties, and the air pollution control districts of the two counties.

Tehama County

The “Tuscan Buttes” area is newly designated nonattainment for the 2008 ozone standard. Conformity requirements apply starting on July 20, 2013. As with the Sutter Buttes area for the 1997 ozone standard, this is a small mountaintop area with no public roads, so the need for conformity analysis is minimal. If a regionally significant project is proposed in the area, Caltrans Districts 2 and 3 would cooperate with the Tehama County Transportation Commission and Air Pollution Control District to perform conformity analysis.

Pending Nonattainment Area Designations

None as of September 1, 2012

State resources dedicated to air quality and conformity analysis

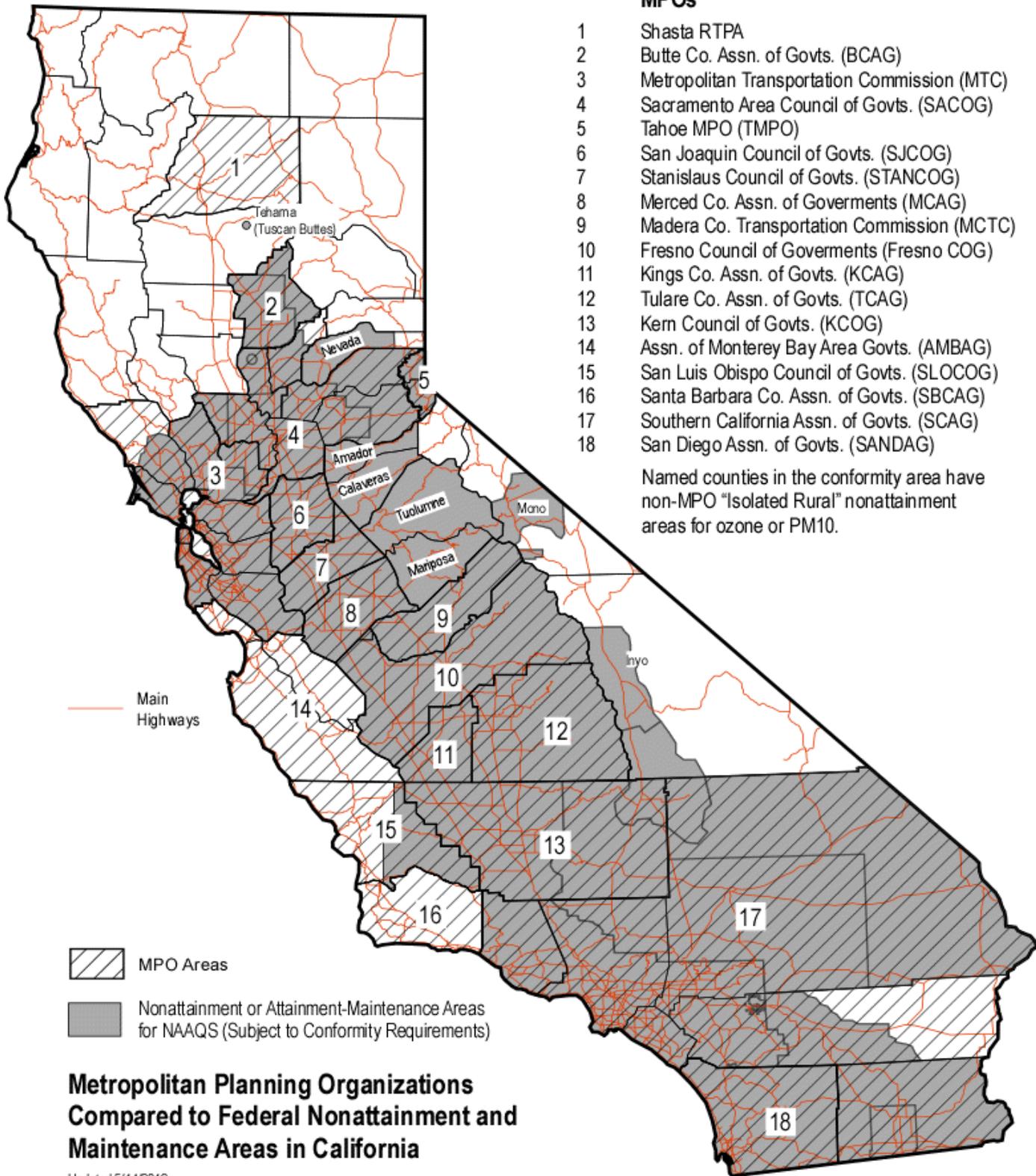
The State is directly involved in regional conformity analysis in the non-MPO “isolated rural” areas. The state participates in MPO and Isolated Rural Interagency Consultation in both the conformity and the air quality planning processes. Nine staff positions in Districts central to major nonattainment areas, and three staff positions in the Headquarters office, are funded and assigned primarily for conformity and air quality planning coordination, including project-level conformity. Headquarters staff members also provide project-level air quality analysis oversight in cooperation with the project delivery/environmental function and policy coordination with Caltrans’ operating and facilities organizations. All District offices (12 Districts) have access to environmental engineering and technical planning staff to perform project-level air quality analysis and technical support for conformity consultation.

FCAA §174 – SIP/Transportation Planning Coordination

MPOs in nonattainment areas

All MPOs in nonattainment areas participate in air quality planning, and provide air pollution control districts and/or air quality management districts with transportation planning and modeling data for SIP development. Department District offices in major nonattainment areas have staff assigned to participate in Interagency Consultation and air quality planning as state transportation agency representatives.

Department District offices, headquarters staff as needed, and regional transportation planning agencies consult and participate with local, state, and federal air quality agencies in SIP development for rural areas affected by the conformity process. Draft Interagency Consultation Memorandum of Understandings (MOUs) exist for the major “isolated rural” ozone areas, but EPA guidance during initial consultation activities requires that the MOU provisions be incorporated into air district regulations and “Conformity SIPs” which have not been completed. Existing air district regulations (not part of the SIP) structure the Interagency Consultation process for the Mono/Inyo County PM10 areas. Conformity SIPs have been submitted to EPA for all areas of the state except the rural ozone nonattainment areas (to be done with or following submittal of ozone attainment SIPs), and one area (MTC – San Francisco Bay Area) has an EPA-approved Conformity SIP.



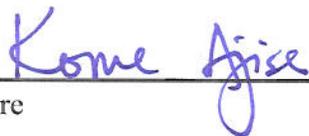
DISCLAIMER
 The State of California (State) and the California Department of Transportation (Department) make no representation or warranty regarding the accuracy of the data shown on this map. Neither the State nor the Department shall be liable under any circumstances for any direct, indirect, special, incidental, or consequential damages with respect to any claim by any user or any third party on account of or arising from the use of this map.



STATEWIDE TRANSPORTATION PLANNING PROCESS SELF-CERTIFICATION
(To be submitted with each Statewide Transportation Improvement Program)

The California Department of Transportation hereby certifies that its statewide transportation planning process is addressing major issues facing the state and its non-urbanized areas, and is being carried out in accordance with the following requirements:

- I. 49 U.S.C. Section 5323(1) and 23 U.S.C. 135;
- II. Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by each state under 23 U.S.C. 324 and 29 U.S.C. 794;
- III. Section 1101 of the Transportation Equity Act for the 21st Century (Pub. L. 105-178) regarding the involvement of disadvantaged business enterprises in the FHWA and the FTA funded projects (Federal Register, Volume 64, No. 21);(49 CFR, part 26);
- IV. The provision of the Americans with Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat. 327, as amended) and the U.S. DOT implementing regulation; (49 CFR parts 27, 37, and 38);
- V. The provision of 49 CFR part 20 regarding the restrictions on influencing certain activities; and restrictions on lobbying;
- VI. Sections 174 and 176(c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506(c) and (d)). (Note-only for States with non-attainment and/or maintenance areas outside metropolitan planning area boundaries.)



Signature

Kome Ajise

Printed Name

Acting Deputy Director, Planning and Modal Programs

Date



Date

APPENDIX A
FHWA Metropolitan Transportation Planning Process Certification

FHWA and FTA require MPOs to annually self-certify their planning process. Fully executed versions of the FHWA and FTA certifications must be provided with each adopted, Final OWP.

FHWA Metropolitan Transportation Planning Process Certification

In accordance with 23 CFR 450.334 and 450.220, Caltrans and Association of Monterey Bay Area Governments (AMBAG), Metropolitan Planning Organization for the Monterey urbanized area(s) hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- I. 23 U.S.C. 134 and 135, 49 U.S.C. 5303 through 5306 and 5323(1); as amended by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users;
- ~~H. Sections 174 and 176 (e) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506 (e) and (d)) (Note — only for Metropolitan Planning Organizations with non-attainment and/or maintenance areas within the metropolitan planning area boundary);~~
- III. Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by California under 23 U.S.C. 324 and 29 U.S.C. 794;
- IV. Section 1101(b) of the Transportation Equity Act for the 21st Century (Pub. L. 105-178 112 Stat. 107) regarding the involvement of disadvantaged business enterprises in the FHWA and FTA funded projects (FR Vol. 64 No. 21, 49 CFR part 26); and,
- V. The provision of the Americans With Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat 327, as amended) and the U.S. DOT implementing regulations (49 CFR 27, 37 and 38).

Diane C. Eidam

Diane C. Eidam
MPO Authorizing Signature

Interim Executive Director
Title

July 3, 2012
Date

Brandy Reid
Caltrans District Approval Signature

Acting Deputy Director
Title

7/23/2012
Date

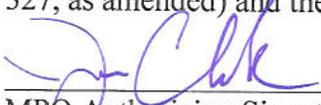
FHWA Metropolitan Transportation Planning Process Certification

FHWA and FTA require MPOs to annually self-certify their planning process. Fully executed versions of the FHWA and FTA certifications must be provided with each adopted, Final OWP.

FHWA Metropolitan Transportation Planning Process Certification

In accordance with 23 CFR 450.334 and 450.220, Caltrans and Butte County Association of Governments, Metropolitan Planning Organization for the County of Butte urbanized area(s) hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- I. 23 U.S.C. 134 and 135, 49 U.S.C. 5303 through 5306 and 5323(1); as amended by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users;
- II. Sections 174 and 176 (c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506 (c) and (d)) (**Note – only for Metropolitan Planning Organizations with non-attainment and/or maintenance areas within the metropolitan planning area boundary**);
- III. Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by California under 23 U.S.C. 324 and 29 U.S.C. 794;
- IV. Section 1101(b) of the Transportation Equity Act for the 21st Century (Pub. L. 105-178 112 Stat. 107) regarding the involvement of disadvantaged business enterprises in the FHWA and FTA funded projects (FR Vol. 64 No. 21, 49 CFR part 26); and,
- V. The provision of the Americans With Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat 327, as amended) and the U.S. DOT implementing regulations (49 CFR 27, 37 and 38).



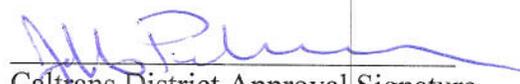
MPO Authorizing Signature

Executive Director

Title

Date

5-7-12



Caltrans District Approval Signature

Deputy District Director

Title

Date

7/9/2012

APPENDIX A

FHWA Metropolitan Transportation Planning Process Certification

FHWA and FTA require MPOs to annually self-certify their planning process. Fully executed versions of the FHWA and FTA certifications must be provided with each adopted, Final OWP.

FHWA Metropolitan Transportation Planning Process Certification

In accordance with 23 CFR 450.334 and 450.220, Caltrans and Fresno Council of Governments, Metropolitan Planning Organization for the Fresno County urbanized area(s) hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

23 U.S.C. 134 and 135, 49 U.S.C. 5303 through 5306 and 5323(1); as amended by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users;

Sections 174 and 176 (c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506 (c) and (d)) (Note – only for Metropolitan Planning Organizations with non-attainment and/or maintenance areas within the metropolitan planning area boundary);

Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by California under 23 U.S.C. 324 and 29 U.S.C. 794;

Section 1101(b) of the Transportation Equity Act for the 21st Century (Pub. L. 105-178 112 Stat. 107) regarding the involvement of disadvantaged business enterprises in the FHWA and FTA funded projects (FR Vol. 64 No. 21, 49 CFR part 26); and,

The provision of the Americans With Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat 327, as amended) and the U.S. DOT implementing regulations (49 CFR 27, 37 and 38).

Tony Boen
MPO Authorizing Signature

Paul Best
Caltrans District Approval Signature

Ex. Director - Fresno COG
Title
4/30/12
Date

DEPUTY DIST. DIRECTOR PLANNING
Title
4/26/12
Date

FHWA Metropolitan Transportation Planning Process Certification

FHWA and FTA require MPOs to annually self-certify their planning process. Fully executed versions of the FHWA and FTA certifications must be provided with each adopted, Final OWP.

FHWA Metropolitan Transportation Planning Process Certification

In accordance with 23 CFR 450.334 and 450.220, Caltrans and Kern Council of Governments, Metropolitan Planning Organization for the County of Kern urbanized area(s) hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- I. 23 U.S.C. 134 and 135, 49 U.S.C. 5303 through 5306 and 5323(1); as amended by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users;
- II. Sections 174 and 176 (c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506 (c) and (d)) (**Note – only for Metropolitan Planning Organizations with non-attainment and/or maintenance areas within the metropolitan planning area boundary**);
- III. Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by California under 23 U.S.C. 324 and 29 U.S.C. 794;
- IV. Section 1101(b) of the Transportation Equity Act for the 21st Century (Pub. L. 105-178 112 Stat. 107) regarding the involvement of disadvantaged business enterprises in the FHWA and FTA funded projects (FR Vol. 64 No. 21, 49 CFR part 26); and,
- V. The provision of the Americans With Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat 327, as amended) and the U.S. DOT implementing regulations (49 CFR 27, 37 and 38).

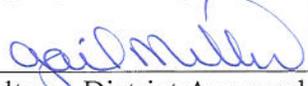


MPO Authorizing Signature

Robert R. Ball, Interim
Title Executive Director

Date

MAY 24 2012



Caltrans District Approval Signature

GAIL MILLER, Deputy District
Title Director, PLANNING & LOCAL ASSISTANCE

Date

6-12-2012

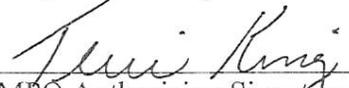
FHWA Metropolitan Transportation Planning Process Certification

FHWA and FTA require MPOs to annually self-certify their planning process. Fully executed versions of the FHWA and FTA certifications must be provided with each adopted, Final OWP.

FHWA Metropolitan Transportation Planning Process Certification

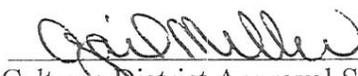
In accordance with 23 CFR 450.334 and 450.220, Caltrans and the Kings County Association of Governments, Metropolitan Planning Organization for the Kings County urbanized area(s) hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- I. 23 U.S.C. 134 and 135, 49 U.S.C. 5303 through 5306 and 5323(1); as amended by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users;
- II. Sections 174 and 176 (c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506 (c) and (d)) (**Note – only for Metropolitan Planning Organizations with non-attainment and/or maintenance areas within the metropolitan planning area boundary**);
- III. Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by California under 23 U.S.C. 324 and 29 U.S.C. 794;
- IV. Section 1101(b) of the Transportation Equity Act for the 21st Century (Pub. L. 105-178 112 Stat. 107) regarding the involvement of disadvantaged business enterprises in the FHWA and FTA funded projects (FR Vol. 64 No. 21, 49 CFR part 26); and,
- V. The provision of the Americans With Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat 327, as amended) and the U.S. DOT implementing regulations (49 CFR 27, 37 and 38).


MPO Authorizing Signature

Executive Director
Title

May 1, 2012
Date


Caltrans District Approval Signature

Deputy District Director
Title

6-14-12
Date

METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION

In accordance with 23 CFR 450.334 and 450.220, and the Transportation Equity Act for the 21st Century, Caltrans and the Madera County Transportation Commission, Metropolitan Planning Organization for the Madera urbanized area hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- I. 23 U.S.C. 134 and 135, 49 U.S.C. 5303 through 5306 and 5323(1); as amended by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users;
- II. Section 174 and 176 (c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506(c) and (d)).
- III. Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by California under 23 U.S.C. 324 and 29 U.S.C. 794;
- IV. Section 1101(b) of the Transportation Equity Act for the 21st Century (Pub. L. 105-178 112 Stat. 107) regarding the involvement of disadvantaged business enterprises in the FHWA and the FTA funded project (FR Vol. 64 No. 21, 49 CFR part 26); and
- V. The provision of the Americans with Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat. 327, as amended) and the U.S. DOT implementing regulation (49 CFR 27, 37 and 38).



Patricia Taylor

Executive Director, MCTC
Title

4/18/12
Date



Caltrans District 6

Chief, District 6, Office of Planning
Title

4/27/12
Date

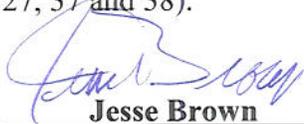


2012 JUN 7 AM 9 52

FHWA Metropolitan Transportation Planning Process Certification
(To be submitted annually with each Overall Work Program)

In accordance with 23 CFR 450.334 and 450.220, Caltrans and the Merced County Association of Governments Metropolitan Planning Organization for the Merced County urbanized area(s) hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- I. 23 U.S.C. 134 and 135, 49 U.S.C. 5303 through 5306 and 5323(1); as amended by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users;
- II. Sections 174 and 176 (c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506 (c) and (d)) (**Note – only for Metropolitan Planning Organizations with non-attainment and/or maintenance areas within the metropolitan planning area boundary**);
- III. Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by California under 23 U.S.C. 324 and 29 U.S.C. 794;
- IV. Section 1101(b) of the Transportation Equity Act for the 21st Century (Pub. L. 105-178 112 Stat. 107) regarding the involvement of disadvantaged business enterprises in the FHWA and FTA funded projects (FR Vol. 64 No. 21, 49 CFR part 26); and,
- V. The provision of the Americans With Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat. 327, as amended) and the U.S. DOT implementing regulations (49 CFR 27, 37 and 38).


Jesse Brown

MPO Authorizing Signature

Executive Director
Title

May 3, 2012
Date


Caltrans District Director Signature

Dist 10, Deputy District Director, Planning
Title

5/10/12
Date

APPENDIX A
FHWA Metropolitan Transportation Planning Process Certification

FHWA and FTA require MPOs to annually self-certify their planning process. Fully executed versions of the FHWA and FTA certifications must be provided with each adopted, Final OWP.

FHWA Metropolitan Transportation Planning Process Certification

In accordance with 23 CFR 450.334 and 450.220, Caltrans and Metropolitan Transportation Commission, Metropolitan Planning Organization for the **San Francisco Bay Area** urbanized area(s) hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- I. 23 U.S.C. 134 and 135, 49 U.S.C. 5303 through 5306 and 5323(1); as amended by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users;
- II. Sections 174 and 176 (c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506 (c) and (d)) (**Note – only for Metropolitan Planning Organizations with non-attainment and/or maintenance areas within the metropolitan planning area boundary**);
- III. Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by California under 23 U.S.C. 324 and 29 U.S.C. 794;
- IV. Section 1101(b) of the Transportation Equity Act for the 21st Century (Pub. L. 105-178 112 Stat. 107) regarding the involvement of disadvantaged business enterprises in the FHWA and FTA funded projects (FR Vol. 64 No. 21, 49 CFR part 26); and,
- V. The provision of the Americans with Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat 327, as amended) and the U.S. DOT implementing regulations (49 CFR 27, 37 and 38).



Ann Flemer
Deputy Executive Director, Policy



Lee Taubeneck, M.S., P.E.
Deputy District Director
Transportation Planning &
Local Assistance

5/11/12

Date

22 May 12

Date

**METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION
FISCAL YEAR 2012-2013 OVERALL WORK PROGRAM**

In accordance with 23 CFR 450.334 and 450.220, Caltrans and the Sacramento Area Council of Governments, Metropolitan Planning Organization for the Sacramento Metropolitan Planning Area and the Yuba City-Marysville urbanized areas, hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- I. 23 U.S.C. 134 and 135, 49 U.S.C. 5303 through 5306 and 5323(1); as amended by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users;
- II. Sections 174 and 176 (c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506 (c) and (d));
- III. Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by California under 23 U.S.C. 324 and 29 U.S.C. 794;
- IV. Section 1101(b) of the Transportation Equity Act for the 21st Century (Pub. L. 105-178 112 Stat. 107) regarding the involvement of disadvantaged business enterprises in the FHWA and FTA funded projects (FR Vol. 64 No. 21, 49 CFR part 26); and,
- V. The provision of the Americans With Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat 327, as amended) and the U.S. DOT implementing regulations (49 CFR 27, 37 and 38).



MIKE MCKEEVER
Chief Executive Officer
Sacramento Area Council of Governments



JODY JONES
Director
Caltrans District 3

Date 5/2/12

Date 5/3/12

APPENDIX A

FHWA Metropolitan Transportation Planning Process Certification

FHWA and FTA require MPOs to annually self-certify their planning process. Fully executed versions of the FHWA and FTA certifications must be provided with each adopted, Final OWP.

FHWA Metropolitan Transportation Planning Process Certification

In accordance with 23 CFR 450.334 and 450.220, Caltrans and the San Diego Association of Governments, Metropolitan Planning Organization for the San Diego urbanized area(s) hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- I. 23 U.S.C. 134 and 135, 49 U.S.C. 5303 through 5306 and 5323(1); as amended by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users;
II. Sections 174 and 176 (c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506 (c) and (d)) (Note - only for Metropolitan Planning Organizations with non-attainment and/or maintenance areas within the metropolitan planning area boundary);
III. Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by California under 23 U.S.C. 324 and 29 U.S.C. 794;
IV. Section 1101(b) of the Transportation Equity Act for the 21st Century (Pub. L. 105-178 112 Stat. 107) regarding the involvement of disadvantaged business enterprises in the FHWA and FTA funded projects (FR Vol. 64 No. 21, 49 CFR part 26); and,
V. The provision of the Americans With Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat 327, as amended) and the U.S. DOT implementing regulations (49 CFR 27, 37 and 38).

Handwritten signature of Gary L. Gallegos over the printed text 'MPO Authorizing Signature' and 'Executive Director'.

Title

5-15-12

Date

Handwritten signature of Bill Figue for Laurie Berman over the printed text 'Caltrans District Approval' and 'District Director'.

Title

5-22-2012

Date

APPENDIX A

FHWA Metropolitan Transportation Planning Process Certification

FHWA and FTA require MPOs to annually self-certify their planning process. Fully executed versions of the FHWA and FTA certifications must be provided with each adopted, Final OWP.

FHWA Metropolitan Transportation Planning Process Certification

In accordance with 23 CFR 450.334 and 450.220, Caltrans and San Joaquin Council of Governments, Metropolitan Planning Organization for the Stockton, Lodi, Manteca, Lathrop urbanized area(s) hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- I. 23 U.S.C. 134 and 135, 49 U.S.C. 5303 through 5306 and 5323(1); as amended by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users;
- II. Sections 174 and 176 (c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506 (c) and (d)) (Note – only for Metropolitan Planning Organizations with non-attainment and/or maintenance areas within the metropolitan planning area boundary);
- III. Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by California under 23 U.S.C. 324 and 29 U.S.C. 794;
- IV. Section 1101(b) of the Transportation Equity Act for the 21st Century (Pub. L. 105-178 112 Stat. 107) regarding the involvement of disadvantaged business enterprises in the FHWA and FTA funded projects (FR Vol. 64 No. 21, 49 CFR part 26); and,
- V. The provision of the Americans With Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat 327, as amended) and the U.S. DOT implementing regulations (49 CFR 27, 37 and 38).


 MPO Authorizing Signature
 Executive Director
 Title
 Date 4/9/12

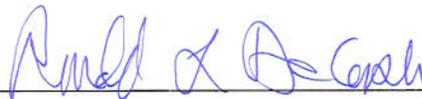

 Caltrans District Approval Signature
 Planning & Local Assistance
 Title
 Date 5-9-12 Div. Chief

APPENDIX A

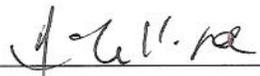
FHWA Metropolitan Transportation Planning Process Certification

In accordance with 23 CFR 450.334 and 450.220, Caltrans and San Luis Obispo Council of Governments, Metropolitan Planning Organization for the San Luis Obispo urbanized areas hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- I. 23 U.S.C. 134 and 135, 49 U.S.C. 5303 through 5306 and 5323(1); as amended by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users;
- II. Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by California under 23 U.S.C. 324 and 29 U.S.C. 794;
- III. Section 1101(b) of the Transportation Equity Act for the 21st Century (Pub. L. 105-178 112 Stat. 107) regarding the involvement of disadvantaged business enterprises in the FHWA and FTA funded projects (FR Vol. 64 No. 21, 49 CFR part 26); and
- IV. The provision of the Americans With Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat 327, as amended) and the U.S. DOT implementing regulations (49 CFR 27, 37 and 38).



MPO Authorizing Signature



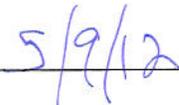
Caltrans District Director

Executive Director

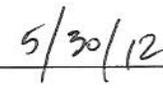
District Director

Title

Title



Date



Date

FHWA METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION

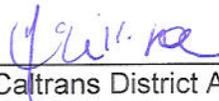
FHWA and FTA require MPOs to annually self-certify their planning process. Fully executed versions of the FHWA and FTA certifications must be provided with each adopted Final OWP.

In accordance with 23 CFR 450.334 and 450.220, Caltrans and the Santa Barbara County Association of Governments, Metropolitan Planning Organization for the Santa Barbara, Santa Maria, and Lompoc urbanized area(s) hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- I. 23 U.S.C. 134 and 135, 49 U.S.C. 5303 through 5306 and 5323(1); as amended by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users;
- II. Sections 174 and 176 (c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506 (c) and (d)) (**Note – only for Metropolitan Planning Organizations with non-attainment and/or maintenance areas within the metropolitan planning area boundary**);
- III. Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by California Under 23 U.S.C. 324 and 29 U.S.C. 794;
- IV. Section 1101 (b) of the Transportation Equity Act for the 21st Century (Pub. L. 105-178 112 Stat. 107) regarding the involvement of disadvantaged business enterprises in the FHWA and the FTA funded project (FR Vol. 64 No. 21, 49 CFR part 26); and,
- V. The provision of the Americans With Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat 327, as amended) and the U.S. DOT implementing regulations (49 CFR 27, 37, and 38).



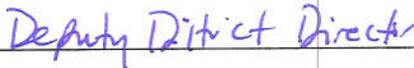
MPO Authorizing Signature



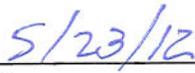
Caltrans District Approval Signature

Executive Director

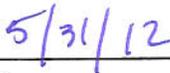
Title



Title



Date



Date

APPENDIX A-PLANNING PROCESS CERTIFICATION

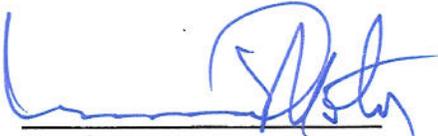
FHWA METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION

FHWA and FTA require MPOs to annually self-certify their planning process. Fully executed versions of the FHWA and FTA certifications must be provided with each adopted, Final OWP.

FHWA Metropolitan Transportation Planning Process Certification

In accordance with 23 CFR 450.334 and 450.220, Caltrans and the Shasta County Regional Transportation Planning Agency, Metropolitan Planning Organization for the Shasta County urbanized area(s) hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- I. 23 U.S.C. 134 and 135, 49 U.S.C. 5303 through 5306 and 5323(1); as amended by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users;
- II. Sections 174 and 176 (c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506 (c) and (d)) **(Note – only for Metropolitan Planning Organizations with non-attainment and/or maintenance areas within the metropolitan planning area boundary);**
- III. Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by California under 23 U.S.C. 324 and 29 U.S.C. 794;
- IV. Section 1101(b) of the Transportation Equity Act for the 21st Century (Pub. L. 105-178 112 Stat. 107) regarding the involvement of disadvantaged business enterprises in the FHWA and FTA funded projects (FR Vol. 64 No. 21, 49 CFR part 26); and,
- V. The provision of the Americans with Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat 327, as amended) and the U.S. DOT implementing regulations (49 CFR 27, 37 and 38).



MPO Authorizing Signature

Chair

Title

5-22-12

Date



Caltrans District Approval Signature

District Director

Title

6/5/12

Date

FHWA Metropolitan Transportation Planning Process Certification

FHWA and FTA require MPOs to annually self-certify their planning process. Fully executed versions of the FHWA and FTA certifications must be provided with each adopted, Final OWP.

FHWA Metropolitan Transportation Planning Process Certification

In accordance with 23 CFR 450.334 and 450.220, Caltrans and the Southern California Association of Governments, Metropolitan Planning Organization for the Counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura urbanized area(s) hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- I. 23 U.S.C. 134 and 135, 49 U.S.C. 5303 through 5306 and 5323(1); as amended by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users;
- II. Sections 174 and 176 (c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506 (c) and (d)) (Note – only for Metropolitan Planning Organizations with non-attainment and/or maintenance areas within the metropolitan planning area boundary);
- III. Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by California under 23 U.S.C. 324 and 29 U.S.C. 794;
- IV. Section 1101(b) of the Transportation Equity Act for the 21st Century (Pub. L. 105-178 112 Stat. 107) regarding the involvement of disadvantaged business enterprises in the FHWA and FTA funded projects (FR Vol. 64 No. 21, 49 CFR part 26); and,
- V. The provision of the Americans With Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat 327, as amended) and the U.S. DOT implementing regulations (49 CFR 27, 37 and 38).


MPO Authorizing Signature

EXECUTIVE DIRECTOR

Title

4-18-2012
Date


Caltrans District Approval Signature

Acting Dep. Dist. Director - Planning
Title

5/31/12
Date

APPENDIX A
FHWA Metropolitan Transportation Planning Process Certification

FHWA and FTA require MPOs to annually self-certify their planning process. Fully executed versions of the FHWA and FTA certifications must be provided with each adopted, Final OWP.

FHWA Metropolitan Transportation Planning Process Certification

In accordance with 23 CFR 450.334 and 450.220, Caltrans and Stanislaus Council of Governments, Metropolitan Planning Organization for the Stanislaus urbanized area(s) hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

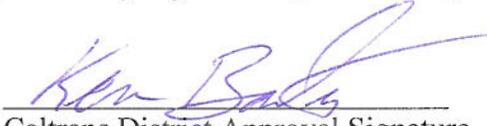
- I. 23 U.S.C. 134 and 135, 49 U.S.C. 5303 through 5306 and 5323(1); as amended by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users;
- II. Sections 174 and 176 (c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506 (c) and (d)) (**Note – only for Metropolitan Planning Organizations with non-attainment and/or maintenance areas within the metropolitan planning area boundary**);
- III. Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by California under 23 U.S.C. 324 and 29 U.S.C. 794;
- IV. Section 1101(b) of the Transportation Equity Act for the 21st Century (Pub. L. 105-178 112 Stat. 107) regarding the involvement of disadvantaged business enterprises in the FHWA and FTA funded projects (FR Vol. 64 No. 21, 49 CFR part 26); and,
- V. The provision of the Americans With Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat 327, as amended) and the U.S. DOT implementing regulations (49 CFR 27, 37 and 38).



MPO Authorizing Signature
Executive Director

Title
February 24, 2012

Date



Caltrans District Approval Signature
Caltrans District Planning

Title
3/6/12

Date

APPENDIX A

FHWA Metropolitan Transportation Planning Process Certification

FHWA and FTA require MPOs to annually self-certify their planning process. Fully executed versions of the FHWA and FTA certifications must be provided with each adopted, Final OWP.

FHWA Metropolitan Transportation Planning Process Certification

In accordance with 23 CFR 450.334 and 450.220, Caltrans and TULARE COUNTY ASSOCIATION OF GOVERNMENTS Metropolitan Planning Organization for the COUNTY OF TULARE urbanized area(s) hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- I. 23 U.S.C. 134 and 135, 49 U.S.C. 5303 through 5306 and 5323(1); as amended by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users;
- II. Sections 174 and 176 (c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506 (c) and (d)) (Note – only for Metropolitan Planning Organizations with non-attainment and/or maintenance areas within the metropolitan planning area boundary);
- III. Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by California under 23 U.S.C. 324 and 29 U.S.C. 794;
- IV. Section 1101(b) of the Transportation Equity Act for the 21st Century (Pub. L. 105-178 112 Stat. 107) regarding the involvement of disadvantaged business enterprises in the FHWA and FTA funded projects (FR Vol. 64 No. 21, 49 CFR part 26); and,
- V. The provision of the Americans With Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat 327, as amended) and the U.S. DOT implementing regulations (49 CFR 27, 37 and 38).

[Signature]
MPO Authorizing Signature
EXECUTIVE DIRECTOR
Title
5/24/11
Date

[Signature]
Caltrans District Approval Signature
ACTING DEPUTY DISTRICT DIRECTOR
Title PLANNING AND LOCAL PROGRAMS
5-24-11
Date

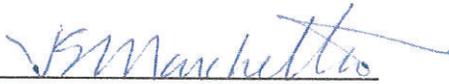
FHWA Metropolitan Transportation Planning Process Certification

FHWA and FTA require MPOs to annually self-certify their planning process. Fully executed versions of the FHWA and FTA certifications must be provided with each adopted Final OWP.

FHWA Metropolitan Transportation Planning Process Certification

In accordance with 23 CFR 450.334 and 450.220, Caltrans and the Tahoe Metropolitan Planning Organization, the Metropolitan Planning Organization for the Lake Tahoe urbanized area, hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- I. 23 U.S.C. 134 and 135, 49 U.S.C. 5303 through 5306 and 5323(1); as amended by the Safe, Accountable, Flexible, efficient Transportation Equity Act: A Legacy for Users;
- II. Sections 174 and 176 (c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506 (c) and (d)) **(Note – only for Metropolitan Planning Organizations with non-attainment and/or maintenance areas within the metropolitan planning area boundary);**
- III. Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by California under 23 U.S.C. 324 and 29 U.S.C. 794;
- IV. Section 1101(b) of the Transportation Equity Act for the 21st Century (Pub. L. 105-178 112 Stat. 107) regarding the involvement of disadvantaged business enterprises in the FHWA and FTA funded projects (FR Vol. 64 No. 21, 49 CFR part 26); and,
- V. The provision of the Americans With Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat 327, as amended) and the U.S. DOT implementing regulations (49 CFR 27, 37 and 38).



MPO Authorizing Signature

Executive Director

Title

5/28/12

Date



Caltrans Authorized Signature

District Director

Title

9/21/12

Date