

**DEPARTMENT OF TRANSPORTATION**  
 DIVISION OF TRANSPORTATION PROGRAMMING  
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*Flex your power!  
 Be energy efficient!*

January 24, 2006

Mr. Gene K. Fong  
 Division Administrator  
 Federal Highway Administration  
 650 Capitol Mall  
 Suite 4-100  
 Sacramento, CA 95814

Mr. Leslie T. Rogers  
 Regional Administrator  
 Federal Transit Administration  
 201 Mission Street, Suite 2210  
 San Francisco, CA 94105

Attention: Ms. Sue Kiser

Attention: Mr. Ray Sukys

Dear Ms. Kiser and Mr. Sukys:

With this letter and pursuant to the authority delegated to me, I approve the following amendment of the Kings County Association of Governments' (KCAG) 2004/05-2006/07 Federal Transportation Improvement Program (FTIP):

<u>No.</u>	<u>Description</u>
4	<b>State Element</b> <ul style="list-style-type: none"> <li>Modifies the State Transportation Improvement Program (STIP) for the Route 198 Expressway. This amendment revises the project description to segment the project into two separate projects. Prior year funding has been moved to Fiscal Year (FY) 2005/06 for right-of-way in Segment 1. Segment 2 contains only prior year funds. See enclosure.</li> </ul>

Amendment No. 3 dated September 22, 2005, initially contained the Route 198 Expressway project (CTIPS ID #116-0000-0063). However, that project was excluded from Federal Highway Administration approval action of that amendment. As a result, the project is now being submitted as Amendment No. 4.

I am also recommending that the Federal Highway Administration and the Federal Transit Administration approve this FTIP Amendment No. 4 for inclusion into California's 2004/05-2006/07 Federal Statewide Transportation Improvement Program (FSTIP). Projects included in this FTIP in fiscal years beyond the three-year cycle of the current FSTIP are not approved as part of this FTIP amendment and are for information only. Please note that approval of this amendment does not constitute eligibility determination for the projects from this amendment that are funded from CMAQ program.

The conformity determination for this non-exempt project relied on the previous emissions analysis for the federally approved 2004 Regional Transportation Plan (RTP) and FTIP in accordance with 40 CFR 93.122(g). All requirements of the Transportation Conformity Rule have been satisfied. This amendment does not interfere with the timely implementation of transportation control measures. The financial impacts of this amendment are compatible with anticipated revenues in the FSTIP Financial Plan and do not significantly affect the overall financial analysis. These projects are included and submitted by KCAG through the California Transportation Improvement Program System (CTIPS). Caltrans concerns, if any, are reflected in the "Caltrans comment" section of the FTIP Project Data Entry screen in CTIPS project by project.

In accordance with existing law, public involvement procedures are a part of the project selection process. KCAG prepared this FTIP amendment under that process permitting citizens, affected local agencies, other public agencies, and other interested parties reasonable opportunity for comment.

Please address any questions on this FSTIP approval request to Penny Gray of my staff, at (916) 654-3521.

Sincerely,



ROSS A. CHITTENDEN

Chief

Division of Transportation Programming

Enclosures

- c: Steven Barhite - EPA Office of Air Planning (w/enclosure)
- William Zummwalt - Kings County Association of Governments
- Terry King - Kings County Association of Governments
- Rachel Falsetti - Caltrans
- Abhijit Bagde - Caltrans



# Kings County Association of Governments

Kings County Government Center ❖ 1400 W. Lacey Boulevard ❖ Hanford, California 93230

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🌐 www.countyofkings.com/kcag

Member Agencies: Cities of Avenal, Corcoran, Hanford and Lemoore, County of Kings

---

December 13, 2005

Rachel Falsetti, Chief  
Caltrans, Division of Programming, MS 82  
Office of Federal Transportation Management Program  
P.O Box 942874  
Sacramento, CA 94274-0001

Subject: Kings County 2004 FTIP Amendment No. 4

Dear Ms. Falsetti:

The Kings County Association of Governments (KCAG) Transportation Policy Committee approved Amendment No. 4 to the 2004 Kings County Federal Transportation Improvement Program (FTIP) with the adoption of the attached Resolution No. 05-19 on December 7, 2005. Amendment No. 4 of the 2004 Kings County FTIP includes the following changes:

State Transportation Improvement Program (STIP)

- Caltrans, CTIPS ID 116-0000-0063 – Split project into two segments and moved \$2,604,000 in prior year funding to FY 05-06 for right-of-way in Segment 1. Funding included in adopted FY 05-06 ROW Allocation Plan.

The conformity determination for this non-exempt project contained in this amendment relies on the previous emissions analysis for the federally approved 2004 Regional Transportation Plan (RTP) and FTIP in accordance with 40 CFR 93.122(g). No comments were received at the duly noticed public hearing regarding this amendment. We have updated the California Transportation Improvement Program System (CTIPS) to reflect this amendment. If you have any questions concerning this matter, please call me at your convenience at (559) 582-3211, ext. 2678.

Sincerely,

KINGS COUNTY ASSOCIATION OF GOVERNMENTS  
William R. Zumwalt, Executive Secretary

Terri King, Assistant Executive Secretary

CC (with enclosure):

Bob O'Loughlin, FHWA  
Leigh Levine, FHWA  
Ted Matley, FTA  
Mark Brucker, EPA  
Karina O'Connor, EPA

Tom Jordan, SJVAPCD  
Alan McCuen, Caltrans District 6  
Mac Cavalli, Caltrans District 6  
SJV TPA Directors  
Dennis Wade, ARB

**BEFORE THE KINGS COUNTY ASSOCIATION OF GOVERNMENTS  
TRANSPORTATION POLICY COMMITTEE**

\* \* \* \* \*

**IN THE MATTER OF APPROVING )  
AMENDMENT NO. 4 OF THE 2004 )  
FEDERAL TRANSPORTATION )  
IMPROVEMENT PROGRAM )**

**RESOLUTION NO. 05-19**

**RE: 2004 FTIP AMENDMENT NO. 4**

**WHEREAS**, the Kings County Association of Governments (KCAG) is a Regional Transportation Planning Agency (RTPA) and a Metropolitan Planning Organization (MPO), pursuant to State and Federal designation; and

**WHEREAS**, KCAG prepared and adopted the 2004-2005 through 2009-10 Federal Transportation Improvement Program (FTIP) and related Air Quality Conformity Determination on September 1, 2004 to comply with Federal and State requirements for local projects and is consistent with the Regional Transportation Plan; and

**WHEREAS**, Amendment No. 4 to the Kings County FTIP amends the *State Transportation Improvement Program* by phasing the State Route 198 Hanford Expressway into two segments and adding right-of-way funding in FY 05-06 to Segment 1; and

**WHEREAS**, this amendment was prepared through a cooperative process between the Federal Department of Transportation, the California Department of Transportation, principal elected officials of general purpose local governments and their staffs, and public owned operators of mass transportation services acting through the KCAG forum and general public involvement; and

**WHEREAS**, the amendment and air quality conformity determination were circulated for public review and comment, with a public hearing held on December 7, 2005; and

**WHEREAS**, the Federal Highway Administration has provided guidance that projects submitted in the FTIP be demonstrated as reasonable requests when compared to available funding and Caltrans can affirm that funding is available; and

**WHEREAS**, as amended, the Kings County FTIP is financially constrained in accordance with 23 CFR 450.324(e); and

**WHEREAS**, the conformity determination relies on the previous emissions analysis for ozone and PM10 approved for the 2004 RTP/FTIP in accordance with 40 CFR 93.122(g); and

**WHEREAS**, the amendment does not interfere with the timely implementation of transportation control measures.

**NOW, THEREFORE, BE IT RESOLVED**, that the Kings County Association of Governments, Transportation Policy Committee does hereby approve Amendment No. 4 to the 2004 Federal Transportation Improvement Program and the related air quality conformity determination.

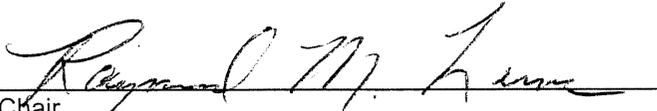
The foregoing Resolution was adopted on a motion by Commissioner Craighead , seconded by Commissioner Chin , at a regular meeting held on the 7th day of December, 2005 by the following vote:

AYES: **Craighead, Chin, Lerma, Martin, Neves, Barba, McCuen**

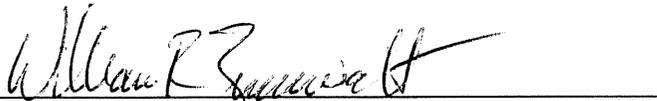
NOES:

ABSENT:

KINGS COUNTY ASSOCIATION OF GOVERNMENTS  
TRANSPORTATION POLICY COMMITTEE

  
Chair

WITNESS, my hand this 7<sup>th</sup> day of December , 2005.

  
William R. Zumwalt, Executive Secretary

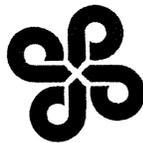
STIP - Interregional Program

Route Postmile PIN Dist-EA Fund AO Lead	Description  Total Escalated Cost  Status	Phase	Prior Years	Program Schedule (Construction costs escalated per Caltrans percentage)				Change Description  Project Comments  Funding Summary (Current & Prior Years)	
				Triennial Element					
				04/05	05/06	06/07	07/08		08/09
198 T21.9/725.9 06-356811 NH/ST-CASH/TC 0 00 Caltrans	Near Hanford - 0.8km east of Route 43 (Kings County) to 0.8km west of 3rd Avenue - four-lane expressway - Segment 1 TCRP Project No. 111 \$ 21,224,000 FTIP Amend 4 00 11600000063	PE RW Const  Total	2,149,000 3,324,000  5,473,000		2,604,000			13,147,000	Cost/Scope/Sch. Change ***** Version 5 - 10/19/2005 ***** Original project divided into three segments for programming purposes ***** Version 4 - 08/10/2005 ***** Prior 1,382,000 4,091,000 Current 13,446,000 2,305,000
198 25.5/28.4 06-356821 NH/ST-CASH 0 00 Caltrans	Near Hanford - 1.5km west of 3rd Avenue (Kings County) to 0.6km east of First Avenue (Tulare County) - four-lane expressway - Segment 2 TCRP Project No. 111 \$ 1,353,000 FTIP Amend 4 00 21600000091	PE RW Const  Total	1,353,000   1,353,000					Cost/Scope/Sch. Change ***** Version 1 - 11/04/2005 ***** Original project divided into three segments for programming purposes. Prior 155,000 1,198,000 Current	

Final  
Conformity Determination  
for Amendment No. 4

Kings County

2004 Federal Transportation Improvement Program



Prepared by:

**Kings County Association of Governments**

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December 7, 2005

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## **SUMMARY**

This report presents the conformity determination for Amendment No. 4 to the Kings County 2004 Federal Transportation Improvement Program (FTIP). The Kings County Association of Governments (KCAG) is the designated Metropolitan Planning Organization (MPO) in Kings County, California, and is responsible for regional transportation planning.

The amendment adds a non-exempt project phase to the triennial element of the FTIP. The completed project is already appropriately modeled as part of the currently approved FTIP/RTP. The 2004 FTIP, the 2004 Regional Transportation Plan (RTP), and the corresponding conformity analysis were approved by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) on October 4, 2004. The 2004 Air Quality Conformity Determination is incorporated by reference and is available at [www.countyofkings.com/kcag](http://www.countyofkings.com/kcag). An additional copy will be provided upon request. In addition, the 8-Hour conformity Analysis was approved by FHWA and FTA on June 15, 2005.

This conformity determination relies on the federally approved regional emissions analysis for ozone and PM-10 in accordance with Section 93.122(g) of the federal transportation conformity rule. A finding of conformity for Amendment No. 4 is therefore supported.

## **CONFORMITY REQUIREMENTS**

Transportation conformity determinations are required for certain types of TIP amendments. Amendment No. 4 has been determined to be a formal amendment that relies on a previous regional emissions analysis because the project has already been appropriately accounted for in the regional emissions analysis for the TIP and RTP.

According to FHWA guidance, the conformity documentation should include the following:

- Document interagency consultation per conformity SIP.
- Document public involvement per public involvement procedures.
- Document conditions of 40 CFR 93.122(g) including reference to documentation of currently conforming RTP and TIP and the dates of the MPO and USDOT conformity determination.
- Document financial constraint.
- Document timely implementation of approved TCMs.
- Include summary of emissions budget test or interim emissions test from currently conforming RTP and TIP.

FHWA has developed a checklist (included in Appendix A) that contains the required items to complete a conformity determination. Many of these items are included the federally approved 8-Hour and 2004 Conformity Determinations (incorporated herein by reference); however, several of these items, such as financial constraint, are contained in the TIP/RTP. Appropriate references to these items are noted on the checklist.

## **LATEST PLANNING ASSUMPTIONS**

The final rule adopted on July 1, 2004 allows conformity determinations to be based on the latest planning assumptions that are available at the time the conformity analysis begins. The latest

planning assumptions used in the Kings County 2004 Federal Transportation Improvement Program and the 2004 Regional Transportation Plan Conformity Analysis are summarized in Table 2-1 of the 2004 Air Quality Conformity Determination. There were no updates to latest planning assumptions in the 8-Hour Conformity Analysis. This conformity determination reaffirms that there are no updates to latest planning assumptions.

In accordance with Section 93.122(g), this conformity determination relies on the federally approved previous emissions analysis for Carbon Monoxide, Ozone, and PM-10. The 8-Hour and 2004 Air Quality Conformity Determinations are incorporated by reference and are available at [www.countyofkings.com/kcag](http://www.countyofkings.com/kcag). Additional copies will be provided upon request.

This amendment determination does not include any additions or deletions of regionally significant projects. In addition, there are no changes in the design concept and scope of existing regionally significant projects, nor revisions that delay or accelerate the completion of regionally significant projects across conformity analysis years.

The federally approved 2004 TIP and RTP contained a financial constraint demonstration. Subsequently, the USDOT issued conditions and limitations on the California 2005-2007 Federal Statewide Transportation Improvement Program. In response, the Kings County Association of Governments has processed TIP/RTP amendments to alleviate such conditions and limitations. The Kings County Association of Governments adopted a 2004 FTIP amendment to realign programming amounts for the Highway Bridge Rehabilitation and Replacement (HBRR) program on February 23, 2005. This amendment also included changes to the FTA Section 5311 program to add the newest apportionment for Kings County and changes to the Congestion Mitigation and Air Quality (CMAQ) program projects consistent with financial constraint. Amendment No. 1 to the 2004 TIP was approved by Caltrans, FTA and FHWA on April 25, 2005.

In accordance with Section 93.108, the Kings County Association of Governments reaffirms that the 2004 TIP and RTP, as amended, are fiscally constrained with DOT's metropolitan planning regulations at 23 CFR part 450.

## **SOCIOECONOMIC PROJECTIONS**

There have been no official updates to the socioeconomic projections used by the Valley COG transportation models since the 8-Hour and 2004 Conformity Analyses. In accordance with Section 93.110 of the federal conformity rule, the most recent estimates of population and employment projections that have been officially approved by the Metropolitan Planning Organization have been used.

## **TRAFFIC MODELING**

There have been no official updates to the KCAG transportation model since the 8-Hour and 2004 Conformity Analyses. No network changes are necessary with this amendment, since the project is currently included in the model in the appropriate analysis year.

## **AIR QUALITY MODELING**

As previously noted, this conformity determination relies on the federally approved 2004 Conformity Analysis for Carbon Monoxide, Ozone, and PM-10 in accordance with Section 93.122(g). The 8-Hour and 2004 Air Quality Conformity Determinations are incorporated by reference and are available at [www.countyofkings.com/kcag](http://www.countyofkings.com/kcag). Additional copies will be provided upon request.

### **EMFAC2002**

There have been no official updates to the EMFAC model since the 8-Hour and 2004 Conformity Analyses. In accordance with Section 93.111 the latest emission estimation model (EMFAC 2002) was used. The EPA approved methodology for updating the default vehicle activity data was also used.

## **STATE IMPLEMENTATION PLAN MEASURES**

The air quality modeling procedures and associated spreadsheets assume emission reductions consistent with the air quality plans for the 8-Hour and 2004 Conformity Analyses. The emission reductions assumed for the committed measures reflect the latest implementation status of the measures.

## **TRANSPORTATION CONTROL MEASURES**

The Transportation Conformity Rule (40 CFR 93.113) requires that the TIP/RTP “must provide for the timely implementation of TCMs in the applicable implementation plan.”

The Supplemental Documentation was subsequently approved by FHWA as part of the 2004 Conformity Determination. As part of the 8-hour conformity demonstration, the SJV MPOs updated the Supplemental Documentation that was prepared at the request of FHWA for the 2004 Conformity Analysis. The only outstanding project was an Avenal traffic signal that has subsequently been completed. Therefore, this conformity determination does not impact the timely implementation of TCMs.

Inter-agency consultation will continue in an attempt to resolve any outstanding issues. Additional criteria may be developed in consultation with FHWA and EPA to identify local government commitments that may require additional documentation. Additional documentation may be provided in the upcoming PM2.5 conformity analysis and/or the 2006 Conformity Analysis.

## **INTERAGENCY CONSULTATION**

The requirements for consultation procedures are provided under section 93.105 of the conformity rule. Consultation is necessary to ensure communication and coordination among air and transportation agencies at the local, state and federal levels on issues that would affect the conformity analysis such as the underlying assumptions and methodologies used to prepare the analysis.

Consultation is generally conducted through the San Joaquin Valley Model Coordinating Committee (MCC). The San Joaquin Valley Model Coordinating Committee has been established by the Valley Transportation Planning Agency's Director's Association to provide a coordinated approach to valley air quality, conformity and transportation modeling issues. The committee's goal is to ensure Valley wide coordination, communication and compliance with Federal and State Clean Air Act requirements. Each of the eight Valley Transportation Planning Agencies (TPAs) and the San Joaquin Valley Air Pollution Control District (SJVAPCD) are represented. In addition, the Federal Highway Administration, Federal Transit Administration, the Environmental Protection Agency, the California Air Resources Board and Caltrans are all represented on the committee. The MCC meets approximately monthly; agendas, minutes, and other air quality related items are posted on the Fresno COG website at <http://www.fresnocog.org>

In October 2005, an inter-agency consultation memo for Amendment No. 4 was provided to the MCC for review and comment. No comments were received. Interagency consultation on the Amendment for the TIP/RTP is documented in Appendix 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 TIPs/RTPs. In addition, all public comments must be addressed in writing.

All MPOs in the San Joaquin Valley have standard public involvement procedures. In general the TIP/RTP and corresponding conformity analysis is the subject of a public notice and 30-day review period prior to adoption (see Appendix C). A public hearing is also conducted prior to adoption and all public comments are responded to in writing. The Appendices contain corresponding documentation supporting the public involvement procedures. Appendix C includes the public hearing process documentation conducted for Amendment No. 4 for the federally approved 2004 TIP and RTP. Comments received on the conformity analysis and responses made as part of the public involvement process are included in Appendix D.

## **RESULTS OF THE CONFORMITY ANALYSIS**

The principal requirements of the federal transportation conformity rule 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 emissions reduction 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. Consultation generally occurs both at the beginning of the process of preparing the conformity analysis, on the proposed models, associated methods, and assumptions for the upcoming analysis and the projects to be assessed, and at the end of the process, on the draft conformity analysis report. The final determination of conformity for the TIP/RTP is the responsibility of the Federal Highway Administration and the Federal Transit Administration.

In accordance with Section 93.122(g), this conformity determination relies on the federally approved previous emissions analysis for Carbon Monoxide, Ozone, and PM-10. The 8-Hour and 2004 Air Quality Conformity Determinations are incorporated by reference and are available at [www.countyofkings.com/kcag](http://www.countyofkings.com/kcag). Additional copies will be provided upon request.

A regional emissions analysis was conducted in the federally approved 8-Hour and 2004 Conformity Determinations. All analyses were conducted using the latest planning assumptions and emissions models. The major conclusions of the conformity determinations are:

- All regional vehicle-related emissions associated with implementation of the TIP/RTP for all analysis years are less than the applicable motor vehicle emissions budgets. The conformity tests for ozone are therefore satisfied.
- In accordance with Section 93.122(g), this conformity determination relies on the federally approved previous emissions analysis for Carbon Monoxide, Ozone, and PM-10. The federally approved 8-Hour and 2004 Air Quality Conformity Determinations are incorporated by reference and is available at [www.countyofkings.com/kcag](http://www.countyofkings.com/kcag). Additional copies will be provided upon request.
- Amendment No. 4 will not impede and will support timely implementation of the TCMs that have been adopted as part of applicable air quality implementation plans.
- In accordance with Section 93.108, the Kings County Association of Governments re-affirms that the 2004 TIP and RTP, as amended, are fiscally constrained with DOT's metropolitan planning regulations at 23 CFR part 450.
- Consultation has been conducted in accordance with federal requirements.

The previously approved results tables for the 8-Hour and 2004 Conformity Analyses are provided below.

As all requirements of the Transportation Conformity Rule have been satisfied, a finding of conformity for Amendment No. 4 to the Federally Approved 2004 Transportation Improvement Program and Regional Transportation Plan is supported.

8-Hour Conformity Results Summary -- KINGS

	VOC		NOx		VOC	NOx
	2008 Budget	2.5	6.2			
2008	2.28	5.69	YES	YES	YES	
2010 Budget	2.1	5.4				
2010	1.95	4.95	YES	YES	YES	
2013	1.59	3.97	YES	YES	YES	
2020	1.04	2.13	YES	YES	YES	
2030	0.69	1.10	YES	YES	YES	

NOTE: In accordance with Section 93.122(g), this conformity determination relies on the federally approved previous emissions analysis for Carbon Monoxide, the 2005 Ozone Rate of Progress demonstration, and PM-10.

2004 Conformity Results Summary -- KINGS

Pollutant	Scenario	Emissions Total (tons/day)		DID YOU PASS?	
		ROG	NOx	ROG	NOx
Ozone	2005 Budget	3.1	7.3		
	2005	2.8	6.6	YES	YES
	2008	2.4	5.9	YES	YES
	2010	2.2	5.5	YES	YES
	2020	1.3	2.6	YES	YES
	2030	0.9	1.6	YES	YES
PM-10	2005 Budget	5.6	7.5		
	2005	3.212	6.79	YES	YES
	2008 Budget	5.6	6.5		
	2008	2.41	6.01	YES	YES
	2010 Budget	6.7	5.4		
	2010	3.027	5.23	YES	YES
	2010 Adjusted Budget	3	11		
	2020	3	2.3	YES	YES
	2010 Adjusted Budget	3.5	10.2		
	2030	3.5	1.2	YES	YES

APPENDIX A

CONFORMITY CHECKLIST

Transportation Conformity Documentation

**Checklist**

for Metropolitan Transportation Plans and Transportation Improvement Plans

*based on FHWA checklist template updated November 15, 1999*

(NOTE: "2004" in the Page column indicates that this information is contained in the Federally Approved 2004 RTP/TIP/Conformity Determination; "8-Hour" in the Page column indicates that this information is contained in the Federally Approved 8-Hour Conformity Analysis)

Page	Item	
	<b>1.</b>	<b>Transportation Plan and TIP Status</b>
8-Hour	a.	Document the date that the MPO officially adopted, accepted or approved the Plan and/or TIP and made a conformity determination. Include a copy of the MPO resolution. (40 CFR 93.104)
Pg. 2	b.	Document that the Plan and/or TIP is financially constrained consistent with 23 CFR 450. (40 CFR 93.108)
Pg. 1	c.	Document that the Plan and/or TIP complies with any applicable conformity requirements of air quality implementation plans and court orders. (40 CFR 93.109(a))
Pg. 2	d.	For TIPs, as appropriate, document that the conformity determination relies on a previous regional emissions analysis and is consistent with that analysis. (40 CFR 93.122(e))
Pg. 1	e.	Identify the date of the last conformity finding for the Plan and/or TIP by FHWA/FTA.
	<b>2.</b>	<b>Nonattainment Or Maintenance Area Designation</b>
8-Hour	a.	Document the applicable pollutants and precursors for which the area is classified as nonattainment or maintenance by EPA.
	<b>3.</b>	<b>SIP, Maintenance Plan Or FIP Status</b>
8-Hour	a.	Document, if applicable, the status of any control strategy implementation plan submittal, and corresponding submittal date, and any EPA findings related to the submittal including: budget adequacy; completeness; approval; or disapproval.
N/A	b.	Document, if applicable, whether an EPA promulgated FIP includes a mobile source emissions budget for each applicable precursor or pollutant.
N/A	c.	Document whether EPA has approved a NOx waiver for the ozone nonattainment area.
2004	d.	In PM 10 nonattainment or maintenance areas, document if any SIP or submittal has identified VOC, NOx, or PM10 budgets or whether EPA or the state has found that transportation-related emissions of those pollutants contribute significantly to the problem.

	<b>4.</b>	<b>General Conformity Criteria And Procedures</b>
	a.	Document that the Plan meets the requirements of 40 CFR 93.106 (a), (b) or (c) as appropriate for Plan content and horizon years including:
		<i>40 CFR 93.106(a) applies to transportation plans in serious, severe, or extreme ozone nonattainment areas and serious CO nonattainment areas with urbanized area populations greater than 200,000. All other areas must meet the requirements of 40 CFR 93.106(a) only to the extent that it was the previous practice of the MPO to prepare plans that meet those requirements.</i>
2004	(1)	descriptions of the demographic and employment factors influencing expected transportation demand;
2004	(2)	descriptions of the transportation system sufficient to perform a conformity determination per the requirements of 40 CFR 93.109-93.119; and
2004	(3)	descriptions of other transportation policies, requirements, services and activities including intermodal activities.
	b.	Document the use of the latest planning assumptions, the source and the year of the assumptions (40 CFR 93.110) including:
2004	(1)	current and future population, employment, travel, and congestion;
2004	(2)	changes in transit operating policies (including fares and service levels) and assumed transit ridership;
2004	(3)	assumptions for transit fares and road and bridge tolls; and
8-Hour	(4)	latest information on the effectiveness of TCMs and other implementation plan measures which have already been implemented.
8-Hour	c.	Document the use of the latest emissions model approved by EPA, the date the conformity analysis was started, and any other air quality models used. (40 CFR 93.111)
Pg. 3	d.	Until the conformity SIP is fully approved, document the fulfillment of the consultation procedures specified in 40 CFR 93.105(a)(2), 93.105(c) and 93.105(e) and public involvement procedures consistent with 23 CFR 450.
Pg. 4	e.	Document fulfillment of the interagency and public consultation requirements of any approved conformity SIP. (40 CFR 93.112)
8-Hour	f.	Document all the TCMs in EPA approved SIPs or promulgated FIPs and document their schedules as determined through interagency consultation. Document whether implementation is consistent with the schedules in the applicable implementation plan and document whether anything interferes with timely implementation. (40 CFR 93.113)
N/A	g.	Document any delayed TCMs in the applicable implementation plans and describe the measures being taken (commitments, approvals, resources, staffing, etc.) to overcome obstacles to implementation and that priority is being given to their implementation by agencies with approval authority. (40 CFR 93.113)
	<b>5.</b>	<b>Emissions Reduction Tests And The Budget Test</b>
8-	a.	Provide a table that shows, for each pollutant and precursor, whether the emissions reduction tests and/or the budget test apply for conformity. Indicate

Hour		which emissions budgets have been determined adequate by EPA, and which budgets are currently applicable and for what analysis years. (40 CFR 93.109)
Pg. 4	b.	If the emissions budget test applies, provide, in tabular format, the results of the conformity analysis according to 40 CFR 93.118.
N/A	c.	If the emissions reduction tests apply, provide, in tabular format, the result of the conformity analysis according to 40 CFR 93.119.
	<b>6.</b>	<b>Projects in the Transportation Plan and Program</b>
8-Hour	a.	Document all federal projects and all regionally significant non-federal projects are included in the regional emissions analysis. For each project identify project type (non-exempt, exempt, SIP TCM), open to traffic date, and action baseline scenario as appropriate. (40 CFR 93.122(a))
N/A	b.	Document all projects in the Plan and/or TIP that require mitigation to determine conformity. (40 CFR 93.125)
8-Hour	c.	Document all projects in the Plan and/or TIP that are exempt from regional analysis unless found to have potential adverse impacts. (40 CFR 93.126)
8-Hour	d.	Document all traffic signal synchronization projects that have been approved or implemented or plans for which are known, and document they have been included in the conformity analysis. (40 CFR 93.128)
	<b>7.</b>	<b>Modeling Requirements</b>
	a.	Document that the regional transportation-related emissions analysis was completed in accordance with the provisions of 40 CFR 93.122(a), (b) 2 and (c) as appropriate including:
		<i>40 CFR 93.122(b) applies to regional emissions analyses in serious, severe, or extreme ozone nonattainment areas and serious CO nonattainment areas with urbanized area populations greater than 200,000. All other areas must meet the requirements of 40 CFR 93.122(b) only to the extent that it was the previous practice of the MPO to prepare plans that meet those requirements.</i>
N/A	(1)	document all projects, programs, or activities for which emissions credit is claimed in the conformity analysis and require a regulation in order to be implemented (indicate the date that the regulation was adopted) or the date of an opt-in to a federally enforced program approved by EPA. Discuss the implementation status of these programs and the associated emissions credit for each analysis year. (40 CFR 93.122(a));
2004	(2)	document that a network-based travel model is in use that is validated against observed counts (peak and off-peak, if possible) for a base year that is no more than 10 years earlier than the date of the conformity determination;
2004	(3)	document that the model results have been analyzed for reasonableness and compared to historical trends and other factors and explain any significant differences between past trends and forecasts (for per capita vehicle-trips, VMT, trip lengths mode shares, time of day, etc.);
2004	(4)	document the land use, population, employment, and other network-based travel model assumptions;
2004	(5)	document that the scenarios of land use development are consistent with the future transportation system alternatives, and the distribution of employment and residences for the different transportation options are reasonable;

2004	(6)	document that a capacity-sensitive assignment methodology was used and that the emissions estimates are based on a methodology which differentiates between peak and off-peak link volumes and speeds, and uses speeds based on final assigned volumes;
2004	(7)	document that zone-to-zone travel impedances used to distribute trips are in reasonable agreement with the travel times estimated from final assigned traffic volumes;
2004	(8)	where transit is a significant factor, document that zone-to-zone travel impedances used to distribute trips are also used for modeling mode split;
2004	(9)	document that travel models are reasonably sensitive to changes in time, cost, and other factors affecting travel choices;
2004	(10)	document that reasonable methods were used to estimate traffic speeds and delays in a manner that is sensitive to the estimated volume of travel on each roadway segment represented in the travel model;
2004	(11)	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; and
N/A	(12)	document, if applicable, that the area is not subject to 40 CFR 93.1229(b) and identify the methods used to estimate regional emissions. (40 CFR 93.122(c))
2004	b.	In areas where a PM10 SIP or submittal identified construction-related PM10 as a contributor to the air quality problem, document inclusion of PM10 construction emissions in the conformity emissions analysis. (40 CFR 93.122(d))
<b>8. Specific Consultation</b>		
8-Hour	a.	Document that the models and assumptions have been chosen through interagency consultation. (40 CFR 93.1059(c)(1)(i))
8-Hour	b.	Document the consultation on conformity tests and methodologies. (40 CFR 93.105(c), 93.109(G)(2)(iii))
Pg. 4	c.	Document consultation with the EPA regional office, and include responses to any significant concerns from EPA.
Pg. 4	d.	Document consultation with the transportation and air agencies and responses to any significant concerns.
Pg. 4	e.	Document that the public involvement procedures developed by the MPO as required under 23 CFR 450 were fully carried out and document responses to any concerns from the public.

*Disclaimers:*

- This checklist is intended solely as an informational guideline to be used in reviewing Transportation Plans and TIPs for adequacy of their documentation. It is in no way intended to replace or supersede the Transportation Conformity Regulations 40 CFR Parts 51 and 93, Statewide and Metropolitan Planning Regulations 23 CFR Part 450, or any EPA, FHWA, and FTA guidance pertaining to transportation conformity or statewide and metropolitan planning.*
- This checklist is intended for use in documenting transportation conformity for Transportation Plans and Transportation Improvement Programs only. 40 CFR Parts 51 and 93 contains additional criteria for conformity determinations of individual transportation projects in nonattainment areas.*

**APPENDIX B**

**CONSULTATION CORRESPONDENCE**



# Kings County Association of Governments

Kings County Government Center ❖ 1400 W. Lacey Boulevard ❖ Hanford, California 93230  
☎ (559) 582-3211 extension 2670 FAX (559) 584-8989  
🌐 [www.countyofkings.com/kcag](http://www.countyofkings.com/kcag)

Member Agencies: Cities of Avenal, Corcoran, Hanford and Lemoore, County of Kings

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TO: Interagency Consultation Partners  
FROM: Terri King, Assistant Executive Secretary  
DATE: October 26, 2005

SUBJECT: CONSULTATION ON THE PROPOSED AMENDMENT NO. 4 TO THE KINGS COUNTY 2004 FTIP

Caltrans has requested that right-of-way funds for the State Route 198 Hanford Expressway be included in the Kings County Federal Transportation Improvement Program (FTIP). The requested change will revise the project description to include Phase 1 of the project within Kings County only and add the non-exempt project right-of-way phase to the triennial element of the FTIP. This change constitutes a formal amendment. Since the completed project has already been appropriately accounted for in the regional emissions analysis for the current FTIP/RTP, the conformity determination will rely on a previous emissions analysis. The proposed amendment will be financially constrained and meet all applicable transportation planning requirements per 23 CFR Part 450.

Transportation Conformity Requirements: The federal transportation conformity rule requires a conformity determination of Federal Highway Administration (FHWA) and/or Federal Transit Administration (FTA) projects. The concept of conformity is that air quality plans are based upon assumptions about the future transportation facilities and programs that affect motor vehicle use. Any significant change to the transportation system assumed in the air quality plans has the potential to affect the air quality analysis. Prior to taking action on a transportation plan, program, or project, government agencies are required to ensure that the action conforms with the air quality plans.

Conformity Assessment: The amendment proposes to add a non-exempt phase to the triennial element of the FTIP. However, the completed project is already appropriately modeled as part of the currently approved FTIP/RTP. In accordance with Section 93.122(g) the conformity determination will rely on the federally approved regional emissions analysis for ozone and PM-10.

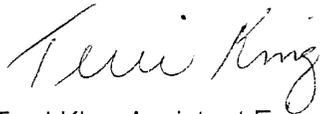
The 8-Hour Conformity Analysis for the Federally Approved Kings County 2004 Regional Transportation Plan and 2004 Federal Transportation Improvement Program was adopted by the Kings County Association of Governments (KCAG) on April 27, 2005 and approved by USDOT on June 15, 2005. The 8-Hour Conformity Analysis relied on the 2004 Air Quality Conformity Determination for the 2004 RTP and Federal TIP that was adopted by KCAG on September 1, 2004 and approved by USDOT on October 4, 2004. Both conformity documents are available at [www.countyofkings.com/kcag](http://www.countyofkings.com/kcag) and additional copies will be provided upon request.

A summary of the emission results from the currently conforming FTIP/RTP is attached for information. (See 2004 Results Table and 8-Hour Results Table). In addition, the proposed amendment does not interfere with the timely implementation of any approved TCM.

Public Input: Copies of the FTIP amendment, including the corresponding conformity analysis, will be distributed for a 30-day public review period on November 8, 2005. A public hearing will be conducted on December 7, 2005, and it is anticipated that the KCAG Transportation Policy Committee will approve the amendment and corresponding conformity at that time.

Please contact me at 559-582-3211, ext. 2678 with any questions or comments by Friday, November 4, 2005.

KINGS COUNTY ASSOCIATION OF GOVERNMENTS  
William R. Zumwalt, Executive Secretary

A handwritten signature in cursive script that reads "Terri King".

Terri King Assistant Executive Secretary

**Table 6-1**

**8-Hour Conformity Results Summary -- KINGS**

		VOC	NOx		VOC	NOx
	Ozone - Extreme	2008 Budget	2.5	6.2		
2008		2.28	5.69		YES	YES
2010 Budget		2.1	5.4			
2010		1.95	4.95		YES	YES
2013		1.59	3.97		YES	YES
2020		1.04	2.13		YES	YES
2030		0.69	1.10		YES	YES

NOTE: In accordance with Section 93.122(g), this conformity determination relies on the federally approved previous emissions analysis for Carbon Monoxide, the 2005 Ozone Rate of Progress demonstration, and PM-10.

TABLE 7-1

2004 Conformity Results Summary -- KINGS

Pollutant	Scenario	Emissions Total (tons/day)		DID YOU PASS?	
		ROG	NOx	ROG	NOx
Ozone	2005 Budget	3.1	7.3		
	2005	2.8	6.6	YES	YES
	2008	2.4	5.9	YES	YES
	2010	2.2	5.5	YES	YES
	2020	1.3	2.6	YES	YES
	2030	0.9	1.6	YES	YES
PM-10	2005 Budget	5.6	7.5		
	2005	3.212	6.79	YES	YES
	2008 Budget	5.6	6.5		
	2008	2.41	6.01	YES	YES
	2010 Budget	6.7	5.4		
	2010	3.027	5.23	YES	YES
	2010 Adjusted Budget	3	11		
	2020	3	2.3	YES	YES
	2010 Adjusted Budget	3.5	10.2		
	2030	3.5	1.2	YES	YES

**RESPONSE TO INTER-AGENCY COMMENTS**

No comments received.

**APPENDIX C**

**PUBLIC HEARING PROCESS DOCUMENTATION**



# Kings County Association of Governments

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Member Agencies: Cities of Avenal, Corcoran, Hanford and Lemoore, County of Kings

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## **NOTICE OF PUBLIC HEARING BEFORE THE KINGS COUNTY ASSOCIATION OF GOVERNMENTS TRANSPORTATION POLICY COMMITTEE**

### **2004 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT NO. 4**

**NOTICE IS HEREBY GIVEN** that the Kings County Association of Governments (KCAG) Transportation Policy Committee will hold a public hearing to consider adopting Amendment No. 4 to the 2004 Federal Transportation Improvement Program (FTIP).

The hearing will be held on Wednesday, December 7, 2005 at 4:30 p.m. in the Kings County Board of Supervisor's Chambers, Administration Building, Kings County Government Center, 1400 W. Lacey Blvd., Hanford, California.

The FTIP amendment has been prepared by KCAG in cooperation with the cities, Kings County, Caltrans and transit operators. The FTIP is a financially constrained transportation programming document and is a compilation of project lists from the State Transportation Improvement Program (STIP) and other projects using federal funding over a three year period. The FTIP is part of the formal process for applying for federal funds for transportation projects.

Amendment No. 4 pertains to a revision of a currently programmed State Transportation Improvement Program (STIP) project. The change will revise the project description for the SR 198 Hanford Expressway to segment the project and include right-of-way for Segment 1 in FY 2005-06.

It is a requirement that the FTIP conform to the State Implementation Plan (SIP) for air quality. The 2004 FTIP conformity analysis demonstrates the expeditious implementation of transportation control measures to reduce vehicle emissions and provides documentation of local air planning issues and programs sufficient to demonstrate that these measures have received the necessary federal, state and local commitment to insure implementation and the necessary programming of funds in the FTIP. Amendment No. 4 proposes to add a non-exempt project phase. Since the completed project has already been appropriately accounted for in the federally approved regional emissions analysis for the current FTIP, the conformity determination will rely on a previous emissions analysis. The proposed amendment will be financially constrained and meet all applicable transportation planning requirements per 23 CFR Part 450.

Anyone interested in Amendment No. 4 to the 2004 Federal Transportation Improvement Program is invited to appear and make statements of fact, present evidence, or submit their comments concerning this matter. Written comments may be accepted by KCAG at the Kings County Planning Agency, Government Center, Hanford, California, 93230 up to the day and time of the hearing. Oral comments will be accepted only at the public hearing. Copies of the draft 2004 FTIP Amendment No. 4 are available upon request from KCAG.

For more information, contact Terri King at (559) 582-3211, extension 2678.

KINGS COUNTY ASSOCIATION OF GOVERNMENTS

Terri King, Assistant Executive Secretary

POST: November 8, 2005  
PUBLISH: November 22, 2005

ACCOUNT NUMBER 2554  
AD NUMBER 0000045476-01  
AD SIZE 2.0 X 6.21"  
AD AMOUNT \$99.26

Kings County Planning Agency  
1400 W. Lacey Blvd., Engineering Building #6, ,  
Hanford, CA 93230

PUBLICATION SENT  
STATE OF CALIFORNIA  
COUNTY OF KINGS

I AM A CITIZEN OF THE UNITED STATES AND A RESIDENT OF THE COUNTY FORESAID; I AM OVER THE AGE OF EIGHTEEN YEARS, AND NOT A PART TO OR INTERESTED IN THE ABOVE-ENTITLED MATTER. I AM THE PRINCIPAL CLERK OF HANFORD SENTINEL, INC., A NEWSPAPER OF GENERAL CIRCULATION, PRINTED AND PUBLISHED DAILY IN THE CITY OF HANFORD, COUNTY OF KINGS, AND WHICH NEWSPAPER HAS BEEN ADJUDGED A NEWSPAPER OF GENERAL CIRCULATION BY THE SUPERIOR COURT OF THE COUNTY OF KINGS, STATE OF CALIFORNIA, UNDER THE DATE OF OCTOBER 23, 1951, CASE NUMBER 11623,

THAT I KNOW FROM MY OWN PERSONAL KNOWLEDGE THE NOTICE, OF WHICH THE ANNEXED IS A PRINTED COPY (SET IN TYPE NOT SMALLER THAN NONPAREIL), HAS BEEN PUBLISHED IN EACH REGULAR AND ENTIRE ISSUE OF SAID NEWSPAPER AND NOT IN ANY SUPPLEMENT THEREOF ON THE FOLLOWING DATES, TO WIT:

PUBLISHED ON: 11/22/2005  
FILED ON: 11/22/2005

I CERTIFY (OR DECLARE) UNDER PENALTY OF PERJURY THAT THE FOREGOING IS TRUE AND CORRECT.

DATED AT KINGS COUNTY, CALIFORNIA,

THIS DAY 22 OF November 2005

SIGNATURE Angela B. Dent

AD#45476

**NOTICE OF PUBLIC HEARING  
BEFORE THE KINGS COUNTY ASSOCIATION OF  
GOVERNMENTS  
TRANSPORTATION POLICY COMMITTEE  
2004 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM  
AMENDMENT NO. 4**

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For more information, contact Terri King at (559) 582-3211; extension 2678.

KINGS COUNTY ASSOCIATION OF GOVERNMENTS

Terri King, Assistant Executive Secretary

POST: November 8, 2005

PUBLISH: November 22, 2005

X

**APPENDIX D**  
**RESPONSE TO COMMENTS**

No comments received.