



DATE: September 2, 2008

TO: Interagency Consultation Partners and Public

FROM: Terri Lewis, Staff

RE: **Availability of Draft Amendment #1 to the 2009 Interim FTIP that Relies on the Federally Approved 2007 Air Quality Conformity Analysis for Interagency Consultation and Public Review**

Merced County Association of Governments is proposing a formal amendment (Type # 4: Rely on Previous Emissions Analysis and Type #3: Air Quality Exempt projects) to the pending 2009 Interim Federal Transportation Improvement Program (Interim FTIP). Documentation associated with this amendment is provided as indicated below. In accordance with the FHWA checklist for this type of amendment, an MPO may submit the documentation from the original conformity determination (i.e., the Federally Approved 2007 Air Quality Conformity Analysis) with a cover sheet attached that details the changes to the TIP and/or Plan through the submitted Amendment and stating that those changes do not affect the MPOs ability to rely on the previous regional emissions analysis.

The 2009 Interim FTIP is the programming document that identifies four years (FY 08/09, FY 09/10, FY 10/11, and FY 11/12) of federal, state and local funding sources for projects in Merced County that are eligible to proceed without a conformity determination. The Draft Amendment #1 to the 2009 Interim FTIP contains: 1) Adds regionally significant projects that are included in the 2007 RTP, where the design concept and scope and year open to traffic is unchanged; 2) Adds a new exempt Prop 1B Rail project; and 3) Modifies the exempt 2008 SHOPP program- Adds two new Collision Reduction projects and corrects the Bridge Preservation programming figures by phase and fiscal year. These projects are eligible to rely on a previous emissions analysis. Therefore, the Federally Approved 2007 Air Quality Conformity Analysis is also being provided.

- Project List: Attachment 1 includes a summary of programming changes that result from Amendment #1 to the 2009 Interim FTIP and a spreadsheet in CTIPs format that includes projects to be added to the pending 2009 Interim FTIP via Amendment #1.

These projects and/or project phases are consistent with the 2007 Regional Transportation Plan (RTP), which was adopted by Merced County Association of Governments on May 17, 2007 and approved by FHWA/FTA on June 29, 2007. Per consultation with Caltrans, projects included in Attachment 1 will be entered into CTIPs after MPO adoption but prior to Caltrans submittal to FHWA.

- Conformity Requirements: Merced County Association of Governments 2009 Interim FTIP as amended meets the transportation conformity provisions 40 CFR 93.122(g). The conformity determination is based on the 2007 Conformity Analysis for the 2007 Regional Transportation Plan (RTP), which was adopted by Merced County Association of Governments on May 17, 2007 and approved by FHWA/FTA on June 29, 2007. Attachment 2 includes the original conformity analysis.

As indicated above, the projects and/or project phases contained in Amendment #1 are consistent with the 2007 Regional Transportation Plan (RTP) and therefore do not affect the ability to rely on the previous regional emissions analysis. In addition, the projects and/or project phases contained in Amendment #1 do not interfere with the timely implementation of any approved Transportation Control Measures (TCMs).

- Updated Financial Plan: Attachment 3

The Financial Plan from the 2009 Interim FTIP has been updated to include the project list as provided in Attachment 1. Lump sum listing is also provided in Attachment 3.

- Public Involvement: Attachment 4 includes the Draft Public Notice and Adoption Resolution.

The public review and comment period is open for 30 days commencing on September 2, 2008 and ending on October 2, 2008. A public hearing will be held September 18, 2008 at 3 PM; comments are due by October 2, 2008 at 5 pm. These documents can also be viewed on the Merced County Association of Governments website at www.mcagov.org.

The Merced County Association of Governments Board of Directors will consider the adoption of Amendment #1 to the 2009 Interim FTIP on October 16, 2008. The meeting will be at the address noted above.

In conclusion, the 2009 Interim FTIP as amended meets all applicable transportation planning requirements per 23 CFR Part 450, 40 CFR Part 93, and conforms to the applicable state implementation plans (SIPs) for air quality. If you have any questions regarding the responses to your comments please contact Terri Lewis at (209) 723-3153, or terri.lewis@mcagov.org.

ATTACHMENT 1

PROJECT LIST

- 1) Summarize programming changes that result from Amendment #1 to the 2009 Interim FTIP.
 - a. Add detailed summary of programming changes resulting from Amendment #1:
 - Bradley Overhead Replacement project (CTIPS ID 10500000053) – adds state RIP funds of \$17,894,000 for construction in FY08/09;
 - Hwy 99 Widening Plainsburg Interchange (CTIPS ID 10500000036) – adds state IIP funds of \$103,000,000 for construction in FY10/11;
 - Hwy 99 Widening Arboleda Interchange (CTIPS ID 10500000037)– adds state IIP funds of \$139,000,000 in FY 09/10;
 - Atwater/Merced Expressway (CTIPS ID 10500000072);
 - Congestion Mitigation Air Quality (CMAQ) – technical correction in financial table (revenue and programming) for the FY11/12 apportionment (\$2,622,000); and
 - Exempt Merced G Street Rail Under crossing project (CTIPS ID 20500000138) (PE, RW, and construction phases)- Adds a railroad crossing project with the following breakdown of funding:
 - City of Merced Local Funds: FY08/09 - PE \$1,200,000 and RW \$2,000,000; FY09/10 - Construction \$5,850,000; and
 - Private Railroad Funds (10% match required): FY09/10 - Construction \$1,800,000; and
 - Prop 1B – Highway Railroad Crossing Safety Account (HRCSA): FY 09/10- Construction \$9,000,000; and
 - Exempt 2008 SHOPP Program modification – Adds two Collision Reduction (program code 201.010) projects:
 1. City of Merced – Childs Ave signal and channelization, FY08/09, PE \$488,000, RW \$45,000, and Const \$1,124,000;
 2. Los Banos – Miller lane traffic signal, FY09/10, PE \$803,000, RW \$344,000, and Const \$1,022,000); and
 3. Technical correction of the SHOPP Bridge Preservation Lump sum project amounts on two projects by phase and fiscal year to be consistent with the “2008 SHOPP After July 2008 CTC” spreadsheet:
 - a. In Merced, from Baker Drive to Santa Fe Ave at Bradley overhead, replace bridge FY08/09 - PE \$2,781,000, RW \$3,681,000, and Const \$19,657,000; and
 - b. In Merced County north of V Street to Black Rascal Bridge, replace bridges: FY10/11 – PE \$3,686,000, RW \$863,000, and Const. \$46,704,000.

- 2) Insert spreadsheet in CTIPs format that includes projects to be added to the pending 2009 Interim FTIP via Amendment #1.
 - a. The “project implications spreadsheet” transmitted for interagency consultation on July 31, 2008 has been used to identify projects that can be included in the amendment (i.e., regionally significant projects that are included in the Federally Approved 2007 RTP, where the design concept and scope and year open to traffic is unchanged. They have a “yes” identified) and is attached for your use.

Merced County Association of Governments

Projects to be Included in Amendment #1 to the 2009 Interim FTIP

Route Postmile PIN Dist-EA Fund AQ Lead	Project Description	2009 FTIP Programming Schedule Quadrennial Element						Beyond 4-year Quadrennial Element	
		Phase	PRIOR	08/09	09/10	10/11	11/12	12/13	13/14
140	Near Merced on Route 140 east of the city at Bradley Overhead. Widen structure to 4-lane with median for left turn channelization.	PE	\$2,421,000	\$0	\$0	\$0	\$0		\$0
36.5/37.6		RW	\$4,388,000	\$0	\$0	\$0	\$0	\$0	\$0
10-0G1300 ST-CASH		Const	\$0	\$17,894,000	\$0	\$0	\$0	\$0	\$0
0.00	\$ 24,703,000								
Caltrans	FTIP Amend 0.00 0.00 10500000053	Total	\$6,809,000	\$17,894,000	\$0	\$0	\$0	\$0	\$0
99	Near Merced on Route 99 from north of the Madera County Line to Buchanan Hollow Road. Convert to 6-lane freeway and construct interchange at Plainsburg Road.	PE	\$8,543,000	\$0	\$0	\$0	\$0	\$0	\$0
0.0/4.6		RW	\$7,177,000	\$0	\$0	\$0	\$0	\$0	\$0
10-415800 ST-CASH/TCRF/BOND99		Const	\$0	\$0	\$0	\$103,000,000	\$0	\$0	\$0
0.00	\$ 118,720,000								
Caltrans	FTIP Amend 0.00 0.00 10500000036	Total	\$15,720,000	\$0	\$0	\$103,000,000	\$0	\$0	\$0
99	Near Merced on Route 99 from Buchanan Hollow Road to Miles Creek Overflow. Convert to 6-lane freeway and construct interchange at Arboleda Road. (TCRP #104)	PE	\$11,317,000	\$0	\$0	\$0	\$0	\$0	\$0
4.6/10.5		RW	\$26,470,000	\$0	\$0	\$0	\$0	\$0	\$0
10-415700 ST-CASH/TCRF/BOND99		Const	\$0	\$0	\$139,000,000	\$0	\$0	\$0	\$0
0.00	\$ 176,787,000								
Caltrans	FTIP Amend 0.00 0.00 10500000037	Total	\$37,787,000	\$0	\$139,000,000	\$0	\$0	\$0	\$0
59	Atwater / Merced Expressway (AKA Castle Highway) Near Merced on Route 59 from Route 140 to the intersection of Route 59 and Bellevue Road. Construct 4-lane expressway (Project included in the FTIP for environmental approval)	PE	\$3,643,000	\$0	\$0	\$0	\$0	\$0	\$0
R14.8/R19.0		RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10-0G4400 ST-CASH/DEV		Const	\$0	\$0	\$0	\$0	\$0	\$0	\$0
0.00	\$ 3,643,000								
Merced County	FTIP Amend 0.00 0.00 10500000072	Total	\$3,643,000	\$0	\$0	\$0	\$0	\$0	\$0
Local	G Street Railroad Undercrossing	PE	\$0	\$1,200,000	\$0	\$0	\$0	\$0	\$0
		RW	\$0	\$2,000,000	\$0	\$0	\$0	\$0	\$0
		Const	\$0		\$16,650,000	\$0	\$0	\$0	\$0
0.00	\$3,200,000								
City of Merced	FTIP Amend 0.00 0.00 205-0000-0138	Total	\$0	\$3,200,000	\$16,650,000	\$0	\$0	\$0	\$0
Programming Total by FY				\$ 21,094,000	\$ 155,650,000	\$ 103,000,000	\$ 0	\$ 0	\$ 0

ATTACHMENT 2

CONFORMITY ANALYSIS

Section 93.122(g) allows conformity determinations for new TIP/RTPs to satisfy the requirements of Section 93.118 (motor vehicle emissions budgets) or 93.119 (Interim emissions in areas without budgets) without a new regional emissions analysis if the previous emissions analysis applies.

Per the FHWA checklist dated October 28, 2005 summarizing the conformity analysis documentation for Reliance on a Previous Regional Emissions Analysis, an MPO may submit the documentation from the original conformity determination with a cover sheet attached that details the changes to the TIP and/or Plan through the submitted Amendment and stating that those changes do not affect the MPOs ability to rely on the previous regional emissions analysis.

For Merced County Association of Governments Amendment #1 to the 2009 Interim FTIP, the Project List (Attachment 1) documents the proposed changes to the Merced County Association of Governments 2009 Interim FTIP. The proposed changes include regionally significant projects that are included in the 2007 RTP, where the design concept and scope and year open to traffic is unchanged. These projects are eligible to rely on a previous emissions analysis.

In addition, the Merced County Association of Governments 2007 Air Quality Conformity Analysis which was adopted by Merced County Association of Governments Governing Board on May 17, 2007 and approved by FHWA/FTA on June 29, 2007 is consistent with the requirements of 93.118 (including that conformity to all currently applicable budgets is demonstrated) and 93.119, as applicable. A summary of all applicable emissions budgets/interim emissions tests for the San Joaquin Valley Air Basin is provided below.

- Budgets from the *San Joaquin Valley Extreme Ozone Demonstration Plan* apply until such time as EPA issues an adequacy finding on the 8-hour ozone conformity budgets contained in the submitted *2007 Ozone Plan*.
- Budgets from the amended *2003 San Joaquin Valley PM-10 Plan* apply until such time as EPA approves the conformity budgets contained in the submitted *2007 PM-10 Maintenance Plan*.
- The Interim emissions test continues to apply for PM 2.5 until such time as EPA issues an adequacy finding on the conformity budgets contained in the submitted *2008 PM 2.5 Plan*.

Finally, all items on the FHWA checklist are documented in the 2007 Air Quality Conformity Analysis documentation, which was federally approved on June 29, 2007.



U.S. DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION

CALIFORNIA DIVISION

650 Capitol Mall, Suite 4-100

Sacramento, CA. 95814

June 29, 2007

IN REPLY REFER TO

HDA-CA

Document #: S50617

Mr. Will Kempton, Director
California Department of Transportation
1120 N Street
Sacramento, CA 95814

Attention: Federal Resources Office, MS #82
For Rachel Falsetti, Transportation Programming

Dear Mr. Kempton:

SUBJECT: FY 2007 FTIP Amendment No. 2, Merced County Association of Governments (MCAG)

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have completed the review of Amendment No. 2 to the MCAG Federal Transportation Improvement Program (FTIP) that was submitted by your letter dated June 20, 2007. MCAG adopted Amendment No. 2 on May 17, 2007. With that action, the MCAG approved the program modifications and made the determination that MCAG's 2007 FTIP remains in conformity with the applicable State Implementation Plan for (SIP) for air quality.

Pursuant to the July 15, 2004, *Memorandum of Understanding between the Federal Highway Administration, California Division, and the Federal Transit Administration, Region IX*, we accept the modifications to the 2006/07 – 2009/10 Federal Statewide Transportation Improvement Program (FSTIP) for the MCAG region in accordance with the Final Rule on Statewide and Metropolitan Transportation Planning published in the February 14, 2007 Federal Register. We find that the MCAG's 2007 FTIP, through Amendment No. 2, was developed through a continuing, cooperative and comprehensive transportation planning process carried out with accordance with the metropolitan planning provisions of 23 U.S.C. 134, and 49 U.S.C. Chapter 53 as amended by Section 6001 of Public Law 109-59, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

The primary purpose of MCAG's FTIP amendment No. 2 is to add a fourth year of programming to all projects in the current FTIP. This addition revises MCAG's 2006/07 – 2008/09 FTIP into the 2006/07 – 2009/10 FTIP. This approval does not constitute a compliance finding with the remainder of the SAFETEA-LU provisions, but constitutes approval and including of the MCAG's FTIP amendment No. 2 into California's 2006/07 – 2009/10 FSTIP. Based upon FHWA's understanding that gap closure analysis has been completed, MCAG will be able to continue to amend the 2006/07 – 2009/10 FTIP beyond the SAFETEA-LU implementation deadline of July 1, 2007.

In our letter to MCAG dated June 29, 2007, the FHWA and FTA made a joint air quality conformity determination, pursuant to the transportation conformity provisions found in 40 CFR Part 93 section 122(g) for the amended FTIP and RTP. This finding has been coordinated with Region 9 of the Environmental Protection Agency (EPA) in accordance with the procedures outlined in the *National Memorandum of Understanding between DOT and EPA on Transportation Conformity*, dated April 25, 2000. Therefore, we find that MCAG's 2007 FSTIP through Amendment No. 2 continues to conform to the applicable State Implementation Plan (SIP).

This approval is provided with the understanding that the FTA funding approval on the individual projects contained in the FSTIP are subject to grantees meeting all necessary FTA administrative requirements.

If you have questions or need additional information concerning our approval for this MCAG FSTIP amendment, please contact Scott Carson (scott.carson@fhwa.dot.gov) of the FHWA California Division office at (916) 498-5029.

Sincerely,

/s/ Steve Luxenberg

For
Gene K. Fong
Division Administrator

2007 CONFORMITY ANALYSIS

FOR THE

2007 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM FORMAL AMENDMENT NO. 2

AND

2007 REGIONAL TRANSPORTATION PLAN FOR MERCED COUNTY

MAY, 2007

Merced County Association of Governments
369 West 18th St.
Merced, CA 95340
209-723-3153
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- C Conformity Analysis Documentation
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EXECUTIVE SUMMARY

This report presents the Air Quality Conformity Analysis for the 2007 Federal Transportation Improvement Program Formal Amendment #2 (2007 FTIP – Amendment #2) and the 2007 Regional Transportation Plan (2007 RTP). The Merced County Association of Governments (MCAG) is the designated Metropolitan Planning Organization (MPO) in Merced County, California, and is responsible for regional transportation planning.

The Clean Air Act and federal transportation conformity rule requires that each new regional transportation plan (RTP) and transportation improvement program (TIP) must be demonstrated to conform before the RTP/TIP is approved by the MPO or accepted by DOT. This analysis demonstrates that the criteria specified in the federal transportation conformity rule for a conformity determination are satisfied by the TIP and RTP. A finding of conformity for the 2007 Federal Transportation Improvement Program Formal Amendment #2 and the 2007 Regional Transportation Plan is therefore supported. The 2007 Federal Transportation Improvement Program Formal Amendment #2, 2007 Regional Transportation Plan for Merced County, and Air Quality Conformity Analysis documents were approved by the Merced County Association of Governments Policy Board on May 17, 2007. FHWA/FTA last issued a finding of conformity for the 2007 TIP and 2004 RTP, including amendments, on October 2, 2006.

The 2007 TIP Amendment #2 and 2007 RTP have been financially constrained in accordance with the requirements of 93.108 and consistent with the Department of Transportation metropolitan planning regulations (23 CFR Part 450). A discussion of financial constraint and funding sources is included in the TIP and RTP documents.

Summarized below are the applicable federal criteria or requirements for conformity determinations, the conformity tests applied, the results of the conformity assessment of the TIP and RTP, and an overview of the organization of this report.

CONFORMITY REQUIREMENTS

The federal transportation conformity rule (40 Code of Federal Regulations Parts 51 and 93) specifies criteria and procedures for conformity determinations for transportation plans, programs, and projects and their respective amendments. The federal transportation conformity rule was first promulgated in 1993 by the U.S. Environmental Protection Agency (EPA), following the passage of amendments to the federal Clean Air Act in 1990. The federal transportation conformity rule has been revised several times since its initial release to reflect both EPA rule changes and court opinions. On July 1, 2004 EPA published the final rule for the new 8-hour ozone and PM_{2.5} standards. The transportation conformity rule is summarized in Chapter 1.

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

under ten and 2.5 microns in diameter (PM-10 and PM2.5); and has a maintenance plan for carbon monoxide (CO) for the urbanized/metropolitan areas of Kern, Fresno, Stanislaus and San Joaquin Counties. Therefore, transportation plans and programs for the nonattainment areas for the Merced County area must satisfy the requirements of the federal transportation conformity rule.

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

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

On-going interagency consultation is conducted through the San Joaquin Valley Model Coordinating Committee 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 Unified Air Pollution Control District (SJVUAPCD) are represented. The Federal Highway Administration, Federal Transit Administration, the Environmental Protection Agency, the California Air Resources Board and Caltrans are also represented on the committee. The final determination of conformity for the TIP and RTP is the responsibility of the Federal Highway Administration and the Federal Transit Administration.

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

CONFORMITY TESTS

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

applicable air quality implementation plans and conformity tests for carbon monoxide, ozone, PM-10, and PM2.5.

RESULTS OF THE CONFORMITY ANALYSIS

A regional emissions analysis was conducted for the years 2008, 2010, 2013, 2020, and 2030 for each pollutant. All analyses were conducted using the latest planning assumptions and emissions models. The major conclusions of the Merced County Association of Governments Conformity Analysis are:

- For ozone, the total regional vehicle-related emissions (VOC and NO_x) associated with implementation of the TIP/RTP for all years tested are projected to be less than the adequate emissions budgets specified in the *Extreme Ozone Attainment Demonstration Plan*. The conformity tests for ozone are therefore satisfied.
- For PM-10, the total regional vehicle-related emissions (PM-10 and NO_x) associated with implementation of the TIP/RTP for all years tested are either (1) projected to be less than the approved emissions budgets, or (2) less than the emission budgets using the approved PM-10 and NO_x trading mechanism for transportation conformity purposes from the *Amended 2003 PM-10 Plan*. The conformity tests for PM-10 are therefore satisfied.
- For PM2.5, areas violating both the annual and 24-hour standards for PM2.5 must address both standards in the conformity determination. The San Joaquin Valley currently violates both standards, and the conformity determination includes both analyses. Before an adequate or approved SIP budget is available, conformity is generally demonstrated with interim emission tests. Conformity may be demonstrated if the emissions from the proposed transportation system are either less than or no greater than the 2002 motor vehicle emissions in a given area (see Section 93.119). The San Joaquin Valley chooses to use the “no-greater-than-2002 emissions test”. The modeling results for all analysis years indicated that the “Build” scenarios are less than the 2002 Base Year emissions estimates for both the 24-hour and annual standards. The TIP/RTP therefore satisfies the conformity emissions tests for PM2.5.
- The TIP/RTP will not impede and will support timely implementation of the TCMs that have been adopted as part of applicable air quality implementation plans. The current status of TCM implementation is documented in Chapter 4 of this report.
- Since the local SJV procedures (Rule 9120) have not been approved by EPA, consultation has been conducted in accordance with federal requirements.

REPORT ORGANIZATION

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

Appendix F includes public hearing documentation conducted on the 2007 Federal Transportation Improvement Program Formal Amendment #2, the 2007 Regional Transportation Plan, and this Air Quality Conformity Analysis on April 19, 2007. Comments received on the conformity analysis and responses made as part of the public involvement process are included in Appendix G.

CHAPTER 1 FEDERAL AND STATE REGULATORY REQUIREMENTS

The criteria for determining conformity of transportation programs and plans under the federal transportation conformity rule (40 CFR Parts 51 and 93) and the applicable conformity tests for the San Joaquin Valley nonattainment areas are summarized in this section. The Conformity Analysis for the 2007 Transportation Improvement Programs (TIP) Amendment #2 and the 2007 Regional Transportation Plans (RTP) was prepared based on these criteria and tests. Presented first is a review of the development of the applicable conformity rule and guidance procedures, followed by summaries of conformity rule requirements, air quality designation status, conformity test requirements, and analysis years for the Conformity Analysis.

Merced County Association of Governments is the designated Metropolitan Planning Organization (MPO) for Merced County in the San Joaquin Valley. As a result of this designation, Merced County Association of Governments prepares the TIP, RTP, and associated conformity analyses. The TIP serves as a detailed four-year programming document for the preservation, expansion, and management of the transportation system. The 2007 RTP has a 2030 horizon that provides the long term direction for the continued implementation of the freeway/expressway plan, as well as improvements to arterial streets, transit, and travel demand management programs. The TIP and RTP include capacity enhancements to the freeway/expressway system commensurate with available funding.

FEDERAL AND STATE CONFORMITY RULES

CLEAN AIR ACT AMENDMENTS

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

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

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

FEDERAL RULE

The initial November 15, 1991 deadline for conformity criteria and procedures was partially completed through the issuance of supplemental interim conformity guidance issued on June 7, 1991 (EPA/DOT, 1991a and 1991b) for carbon monoxide, ozone, and particulate matter ten microns or less in diameter (PM-10). EPA subsequently promulgated the Conformity Final Rule in the November 24, 1993 *Federal Register* (EPA, 1993). The 1993 Rule became effective on December 27, 1993. The federal Transportation Conformity Final Rule has been amended several times from 1993 to 2002. These amendments have addressed a number of items related to conformity lapses, grace periods, and other related issues to streamline the conformity process.

On July 1, 2004 EPA published the final rule, Transportation Conformity Rule Amendments for the New 8-hour Ozone and PM2.5 National Ambient Air Quality Standards and Miscellaneous Revisions for Existing Areas; Transportation Conformity Rule Amendments – Response to Court Decision and Additional Rule Changes (EPA, 2004).

EPA issued a final rule on May 6, 2005 to add the following PM2.5 precursors to the transportation conformity rule: nitrogen oxides (NOx), volatile organic compounds (VOCs), sulfur oxides (SOx), and ammonia (NH3) (EPA, 2005). The rule specifies when each of these precursors must be considered in PM2.5 nonattainment areas, before and after PM2.5 SIPs are submitted.

In late March 2006, EPA and FHWA published “Transportation Conformity Guidance for Qualitative Hot-Spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas”. This guidance affects Federal project-level approvals for “projects of air quality concern” in PM2.5 and PM10 nonattainment areas on or after April 5, 2006.

MULTI-JURISDICTIONAL GUIDANCE

EPA issued “multi-jurisdictional” guidance on July 21, 2004 to clarify how nonattainment areas with multiple agencies should conduct conformity determinations based on the changes to the Conformity Rule (EPA, 2004b). This guidance applies to the San Joaquin Valley since there are multiple MPOs within a single nonattainment area. The main principle of the guidance is that one regional emissions analysis is required for the entire nonattainment area. However, separate modeling and conformity documents may be developed by each MPO.

Part 2 of the guidance applies to nonattainment areas that do not have conformity budgets for an air quality standard that can be used for conformity. This Part currently applies to the San Joaquin Valley for PM2.5. As a result, the individual modeling and conformity results are compiled into one regional emissions analysis for the entire nonattainment area that accompanies each plan/TIP conformity determination (see Appendix D). DOT will then issue its conformity determination on the TIPs/RTPs at the same time.

Part 3 of the guidance applies to nonattainment areas that have adequate or approved conformity budgets addressing a particular air quality standard. This Part currently applies to the San

Joaquin Valley for Carbon Monoxide and PM-10. The guidance allows MPOs to make independent conformity determinations for their plans and TIPs as long as all of the other subareas in the nonattainment area have conforming transportation plans and TIPs in place at the time of each MPO and DOT conformity determination.

Part 4 of the guidance applies to 8-hour ozone nonattainment areas with adequate or approved 1-hour SIP budgets. The conformity rule indicates that 8-hour areas with adequate or approved 1-hour budgets must use these budgets for 8-hour conformity before 8-hour budgets are available. The budget test using the existing 1-hour ozone SIP budgets fulfills the regional emissions analysis requirement for the 8-hour ozone standard.

SJVUAPCD RULE

The SJVUAPCD adopted Rule 9120 Transportation Conformity on January 19, 1995 in response to requirements in Section 176(c)(4)(c) of the 1990 Clean Air Act Amendments. Rule 9120 contains the Transportation Conformity Rule promulgated November 24, 1993 verbatim. The Rule provides guidance for the development of consultation procedures and processes at the local level. As required by the Transportation Conformity Rule, Rule 9120 was submitted to EPA on January 24, 1995 as a revision to the State SIP. The rule becomes effective on the date EPA promulgates interim, partial, or final approval in the Federal Register.

To date, the Rule has not received approval by EPA. Section 51.390(b) of the Transportation Conformity Rule states: "Following EPA approval of the State conformity provisions (or a portion thereof) in a revision to the applicable implementation plan, conformity determinations would be governed by the approved (or approved portion of the) State criteria and procedures." The federal transportation conformity rule therefore still governs, as a transportation conformity SIP has not yet been approved for this area.

CONFORMITY RULE REQUIREMENTS

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

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

- 2) *Methods / Modeling:*

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

conformity analysis begins. This is defined as “the point at which the MPO begins to model the impact of the proposed transportation plan or TIP on travel and/or emissions. New data that becomes available after an analysis begins is required to be used in the conformity determination only if a significant delay in the analysis has occurred, as determined through interagency consultation” (EPA, 2004a). All analyses for the Conformity Analysis were conducted using the latest planning assumptions and emissions models in force at the time the conformity analysis started in October 2006 (see Chapter 2).

Latest Emissions Models — Section 93.111 requires that the latest emission estimation models specified for use in SIPs must be used for the conformity analysis. EMFAC 2002 was used in the Conformity Analysis and is documented in Chapter 3.

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

The TIP, RTP, and corresponding conformity determinations are prepared by each MPO. Copies of the Draft documents are provided to member agencies and others, including the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), EPA, Caltrans, CARB, and the SJVUAPCD for review. Both the TIP and RTP are required to be publicly available and an opportunity for public review and comment is provided. The consultation process for the conformity analysis includes a 30-day comment period followed by a public hearing. However, the comment period for this conformity analysis was 45-days concurrent with the 2007 TIP Formal Amendment # 2, 2007 RTP, and associated EIR documents.

AIR QUALITY DESIGNATIONS APPLICABLE TO THE SAN JOAQUIN VALLEY

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

Merced County Association of Governments is located in the federally designated San Joaquin Valley Air Basin. The borders of the basin are defined by mountain and foothill ranges to the east and west. The northern border is consistent with the county line between San Joaquin and Sacramento Counties. The southern border is less defined, but is roughly bounded by the Tehachapi Mountains and, to some extent, the Sierra Nevada range. Conformity for 2007 Federal Transportation Improvement Program Amendment #2 and the 2007 Regional Transportation Plan includes analysis of existing and future air quality impacts for each applicable pollutant.

The San Joaquin Valley is currently designated as nonattainment for the National Ambient Air Quality Standards (NAAQS) for 8-hour ozone and particulate matter under ten and 2.5 microns in diameter (PM-10 and PM2.5); and maintenance for carbon monoxide (CO) for the urbanized/metropolitan areas of Kern, Fresno, Stanislaus and San Joaquin Counties. State Implementation Plans have been prepared to address carbon monoxide (maintenance plan) for the Bakersfield Metropolitan Area, the Fresno, Modesto, and Stockton Urbanized Areas, 1-hour Ozone, and PM10. State Implementation Plans are being prepared for 8-hour Ozone (due to EPA 6/15/07) and PM2.5 (due to EPA 4/5/08).

- The 2004 Revision to the California State Implementation Plan for Carbon Monoxide was approved by EPA on November 20, 2005 (effective January 30, 2006).
- EPA published a budget adequacy determination for the Extreme Ozone Attainment Demonstration Plan on February 15, 2005 (effective March 2, 2005).
- The Amended 2003 PM-10 Plan was approved by EPA on April 28, 2004 (effective June 25, 2004).

The San Joaquin Valley is classified a serious nonattainment area for the 8-hour ozone standard with an attainment deadline of 2013. It is important to note that the nonattainment area boundary is the same as the previous 1-hour ozone nonattainment boundary and includes eight counties/MPOs. EPA also designated the San Joaquin Valley as nonattainment for the 1997 PM2.5 standards. State Implementation Plans for the 8-hour ozone and PM2.5 standards are being prepared. The 8-hour ozone plan is due to EPA June 15, 2007. The PM2.5 plan is due to EPA April 5, 2008.

CONFORMITY TEST REQUIREMENTS

The conformity (Section 93.109(c)–(k)) rule requires that either a table or text description be provided that details, for each pollutant and precursor, whether the interim emissions tests and/or the budget test apply for conformity. In addition, documentation regarding which emissions

budgets have been found adequate by EPA, and which budgets are currently applicable for what analysis years is required.

Specific conformity test requirements established for the San Joaquin Valley nonattainment areas for carbon monoxide, ozone, and PM-10 are summarized below.

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

OZONE

Under the existing conformity rule, regional emissions analyses for ozone areas must address nitrogen oxides (NO_x) and volatile organic compounds (VOC) precursors.

Section 93.109(e) of the conformity rule addresses regional conformity tests in 8-hour ozone areas that have 1-hour ozone SIPs. The conformity rule indicates that 8-hour areas with adequate or approved 1-hour budgets must use these budgets for 8-hour conformity before 8-hour budgets are available. The budget test using the existing 1-hour ozone SIP budgets fulfills the regional emissions analysis requirement for the 8-hour ozone standard.

The applicable scenario in the Conformity Rule for the San Joaquin Valley is Scenario 1: Areas where the 8-hour ozone area boundary is exactly the same as the 1-hour ozone boundary. The San Joaquin Valley (SJV) was previously classified as an Extreme nonattainment area for the 1-hour ozone standard. The SJV has also been classified as a Serious nonattainment area for the 8-hour ozone standard. It is important to note that the nonattainment area boundary is the same for both standards and contains eight counties/MPOs.

In these areas, conformity must generally be demonstrated using the budget test with the 1-hour SIP budgets. In the San Joaquin Valley, the SIP has identified subarea budgets for each MPO in the nonattainment area. For this Conformity Analysis, the SJV will continue to conduct determinations for subarea emission budgets as established in the applicable implementation plans.

The motor vehicle emissions budgets for VOC and NO_x are specified in the Extreme Ozone Attainment Demonstration Plan in tons per average summer day. EPA published the notice of adequacy determination in the February 15, 2005 Federal Register, effective March 2, 2005. The budgets for 2008 and 2010 from Table 3-4 of the plan are provided in the table below and will be

used to compare to emissions resulting from the 2007 TIP Formal Amendment # 2 and 2007 RTP.

Table 1-1
Budgets from the Extreme Ozone Attainment Demonstration Plan¹

County	VOC Emissions (tons/day)		NOx Emissions (tons/day)	
	2008	2010	2008	2010
Fresno	15.8	13.0	33.7	27.7
Kern (SJVAB)	11.5	9.6	32.7	27.2
Kings	2.5	2.1	6.2	5.4
Madera	3.9	3.3	8.4	7.2
Merced	5.0	4.0	11.4	9.1
San Joaquin	9.3	7.7	22.4	17.9
Stanislaus	8.5	7.0	17.4	14.0
Tulare	8.5	6.9	18.8	15.3

¹ Emissions totals reflect the emissions reductions benefits from motor vehicle inspection and maintenance (I/M), state measure reductions, and reductions from the SJVUAPCD's Indirect Source Rules (ISR) and mobile source incentive programs. All emissions are expressed as summer tons/day, and were derived using EMFAC2002, Version 2.2 (April 2003) with updated vehicle population and vehicle miles traveled data. I/M adjustments and state measure reductions are county and year specific and are provided by ARB with the motor vehicle emissions inventories. ISR and incentive reductions are county and year-specific.

It is important to note that VOC and NOx motor vehicle emissions budgets were established for 2002 and 2005 in the Amended 2002 and 2005 Ozone Rate of Progress Plan. EPA published the notice of adequacy determination in the July 24, 2003 Federal Register, effective August 8, 2003. However, none of these budgets are included in this conformity analysis, since they are prior to the implementation of the 2007 Transportation Improvement Program.

PM-10

The Amended 2003 PM-10 Plan that was approved by EPA on April 28, 2004 contains motor vehicle emission budgets for PM-10 and NOx, as well as a trading mechanism. Motor vehicle emission budgets are established for 2005, 2008, and 2010 based on average annual daily emissions. The motor vehicle emissions budget for PM-10 includes regional reentrained dust from travel on paved roads, vehicular exhaust, travel on unpaved roads, and road construction.

The budgets from Table 3-2 of the plan are provided below and will be used to compare emissions for each analysis year.

Table 1-2
On-Road Motor Vehicle PM-10 Emissions Budgets

County	2008		2010	
	PM-10 (tons/day)	NOx (tons/day)	PM-10 (tons/day)	NOx (tons/day)
Fresno	13.3	36.4	16.2	29.7
Kern	10.7	34.2	10.8	28.4
Kings	5.6	6.5	6.7	5.4
Madera	4.3	9.1	4.5	7.8
Merced	5.2	12.5	5.3	9.9
San Joaquin	9.0	23.4	9.2	18.3
Stanislaus	6.1	18.7	6.1	14.9
Tulare	7.9	20.1	8.9	16.4

The PM-10 SIP allows trading from the motor vehicle emissions budget for the PM-10 precursor NOx to the motor vehicle emissions budget for primary PM-10 using a 1.5 to 1 ratio. The trading mechanism allows the agencies responsible for demonstrating transportation conformity in the San Joaquin Valley to supplement the 2010 budget for PM-10 with a portion of the 2010 budget for NOx, and use these adjusted motor vehicle emissions budgets for PM-10 and NOx to demonstrate transportation conformity with the PM-10 SIP for analysis years after 2010. As noted above, EPA signed the final approval notice for the Amended PM-10 Plan on April 28, 2004, which includes approval of the trading mechanism.

The trading mechanism will be used only for conformity analyses for analysis years after 2010. To ensure that the trading mechanism does not impact the ability to meet the NOx budget, the NOx emission reductions available to supplement the PM-10 budget shall only be those remaining after the NOx budget has been met.

Potential Update to Conformity Test Requirements for PM-10

On February 16, 2006, the SJVUAPCD adopted the 2006 PM-10 Plan. The 2006 PM-10 Plan updates the motor vehicle emissions budgets for the SJV by sub-area for 2008 and 2010 PM-10 and NOx. The average annual daily emissions are applicable for both the annual and 24-hour

PM-10 standards. The federally approved trading mechanism contained in the Amended 2003 PM10 Plan remains unchanged.

This Plan has not been officially submitted to EPA at this time. Consequently, it is not anticipated that the updated motor vehicle emissions budgets will be adequate prior to Federal approval of this conformity analysis.

PM2.5

EPA and FHWA have indicated that areas violating both the annual and 24-hour standards for PM2.5 must address both standards in the conformity determination. The San Joaquin Valley currently violates both standards, and the conformity determination includes both analyses. Before an adequate or approved SIP budget is available, conformity is generally demonstrated with interim emission tests.

Conformity may be demonstrated if the emissions from the proposed transportation system are either less than or no greater than the 2002 motor vehicle emissions in a given area (see Section 93.119). The 2002 baseline year emissions level must be based on the latest planning assumptions available for the year 2002, the latest emissions model, and appropriate methods for estimating travel and speeds as required by the conformity rule. PM2.5 nonattainment areas may also elect to use the “build-no-greater-than-no-build test”. Conformity is demonstrated if the emissions from the proposed transportation system (“build” scenario) are less than or equal to emissions from the existing transportation system (“no-build” scenario).

The rule allows PM2.5 nonattainment areas to choose between the two interim emissions test each time that they determine conformity before adequate or approved PM2.5 SIP budgets are established. However, the same test must be used for each analysis year in a given conformity determination. The San Joaquin Valley chooses to use the “no-greater-than-2002 emissions test”. The regional emissions analyses in PM2.5 nonattainment areas must consider directly emitted PM2.5 motor vehicle emissions from tailpipe, brake wear, and tire wear. In California, areas will use EMFAC2002.

Prior to adequate or approved PM2.5 SIP budgets, re-entrained road dust and construction-related fugitive dust from highway or transit projects will only be included in the regional emissions analyses if EPA or ARB has determined that it is a “significant contributor” to the PM2.5 regional air quality problem. Until a significance finding is made, PM2.5 areas can presume that re-entrained road dust is not a significant contributor and not include road dust in the PM2.5 transportation conformity analysis prior to the SIP. In addition, construction-related dust emissions are not to be included in any PM2.5 conformity analyses before adequate or approved PM2.5 SIP budgets are established. ARB has indicated the significance determination will be made as part of the SIP process. As a result, the SJV PM2.5 conformity analysis will not include re-entrained road dust or construction-related fugitive dust from transportation projects.

In addition, prior to the submission of a SIP, NOx emissions must be considered, unless both ARB and EPA make a finding the NOx is not a “significant contributor” to the PM2.5 air quality

problem. Conversely, VOC, SO_x, and ammonia emissions do not have to be considered in conformity, unless either ARB or EPA makes a finding that onroad emissions of any of these precursors is a “significant contributor” to the area’s PM_{2.5} air quality issues. ARB has indicated that significance determinations would be made as part of the SIP process. As a result, the SJV PM_{2.5} conformity analysis will only address the precursor NO_x.

Table 1-4 summarizes PM_{2.5} and NO_x emission estimates for the 2002 base year by sub-area, as documented in the Final PM_{2.5} Conformity Analysis. These emission estimates were calculated by running EMFAC for the 2002 base year using default vehicle population, VMT, and speed fraction data; the result is then rounded up to the next tenths place (consistent with ARB policy). The 24-hour estimate is multiplied by 365 to yield an annual estimate.

Table 1-3
On-Road Motor Vehicle PM_{2.5} Emissions Budgets

County	2002 24-Hour		2002 Annual	
	PM _{2.5} (tons/day)	NO _x (tons/day)	PM _{2.5} (tons/year)	NO _x (tons/year)
Fresno	1.1	50.4	402	18396
Kern	1.1	53.3	402	19455
Kings	0.2	8.6	73	3139
Madera	0.3	10.4	110	3796
Merced	0.4	19.3	146	7045
San Joaquin	0.8	36.9	292	13469
Stanislaus	0.6	27.7	219	10111
Tulare	0.6	30	219	10950

ANALYSIS YEARS

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

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

Section 93.118(b)(2) clarifies that when a maintenance plan has been submitted, conformity must be demonstrated for the last year of the maintenance plan and any other years for which the

maintenance plan establishes budgets. Section 93.118(d)(2) indicates that a regional emissions analysis may be performed for any years, the attainment year, and the last year of the plan’s forecast. Other years may be determined by interpolating between the years for which the regional emissions analysis is performed. CO emissions for the maintenance year 2018 will be interpolated from 2010 and 2020. CO emissions are not estimated for 2003 since that year is not impacted by the 2007 TIP Formal Amendment # 2 and/or 2007 RTP.

On March 8, 2005, EPA issued Guidance for Determining the “Attainment Year” for Transportation Conformity in new 8-hour ozone and PM2.5 Nonattainment Areas (EPA, 2005b). Per CAA section 172(a)(2), all PM2.5 nonattainment areas will have an initial maximum statutory attainment date of April 5, 2010.

Nonattainment areas that do not have any adequate or approved budgets are not required to demonstrate conformity and perform a regional emissions analysis for their attainment year. Under Section 93.119(g)(1) of the conformity rule, nonattainment areas using interim emission tests are required to perform a regional emissions analysis for the following years:

- A year no more than 5 years beyond the year in which the conformity determination is made (e.g., 2010);
- The last year of the transportation plan’s forecast period (e.g., 2030); and
- Any additional years within the time frame of the transportation plan so that analysis years are no more than 10 years apart (e.g., 2020).

A summary of the analysis years resulting from the above described rules and guidance for the Conformity Analysis is provided below.

Table 1-4
San Joaquin Valley Conformity Analysis Years

Pollutant	Budget Years	Attainment/Maintenance Year	Intermediate Years	RTP Horizon Year
CO	2010	2018 (interpolated)	2020	2030
Ozone	2008/2010	2013	2020	2030
PM-10	2008	2010	2020	2030
PM2.5	NA	2010	2020	2030

CHAPTER 2 LATEST PLANNING ASSUMPTIONS AND TRANSPORTATION MODELING

LATEST PLANNING ASSUMPTIONS

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

According to the conformity rule, the time the conformity analysis begins is “the point at which the MPO or other designated agency begins to model the impact of the proposed transportation plan or TIP on travel and/or emissions.” The conformity analysis and initial modeling began in October 2006. A summary of transportation model updates and latest planning assumptions was transmitted to the Model Coordinating Committee (MCC) for interagency consultation. The summary was discussed on the October 19, 2006 MCC conference call. Both EPA and FHWA subsequently indicated that there were no comments or concerns regarding the summary.

Key elements of the latest planning assumption guidance include:

- Areas are strongly encouraged to review and strive towards regular five-year updates of planning assumptions, especially population, employment and vehicle registration assumptions.
- The latest planning assumptions must be derived from the population, employment, travel and congestion estimates that have been most recently developed by the MPO (or other agency authorized to make such estimates) and approved by the MPO.
- Conformity determinations that are based on information that is older than five years should include written justification for not using more recent information. For areas where updates are appropriate, the conformity determination should include an anticipated schedule for updating assumptions.
- The conformity determination must use the latest existing information regarding the effectiveness of the transportation control measures (TCMs) and other implementation plan measures that have already been implemented.

The Merced County Association of Governments uses the TP+/VIPER transportation model. The model was validated to the base year. The latest planning assumptions used in the transportation model validation and Conformity Analysis is summarized in Table 2-1.

**Table 2-1
Summary of Latest Planning Assumptions for the MCAG Conformity Analysis**

Assumption	Year and Source of Data (MPO action)	Modeling	Next Scheduled Update
Population	Census 2000 used in base validation. Most recent update of future year forecasts in the model was approved by MCAG in March 2004, based on official state forecast from DOF (2001).	This data is disaggregated to the TAZ level for input into the TP+/VIPER for the base year validation. Future year projections are also disaggregated	Next update to land use forecasts will be in 2007 or 2008.
Employment	Employment Development Department (EDD) published in 2001 was used for the base year validation. Most recent update of future year forecasts in the model was March 2004 Forecast approved by MCAG, was based on state forecast from Caltrans (2003).	This data is disaggregated to the TAZ level for input into the TP+/VIPER for the base year validation. Future year projections are also disaggregated.	Next update to employment forecast to be published in 2007 or 2008 and included in next model update. It will be based on new EDD data and new Caltrans forecast.
Traffic Counts	The transportation model was validated to the base year using year 2000 traffic counts collected by Caltrans, local jurisdictions, and MCAG.	TP+/VIPER was validated using these traffic counts.	Traffic counts are updated every five years, if funds are available.
Vehicle Miles of Travel	The transportation model was validated in 2003 to the 2000 base year.	TP+/VIPER is the transportation model used to estimate VMT in Merced County	VMT is an output of the transportation model; VMT is affected by the TIP/RTP project updates and is included in each new conformity analysis
Speeds	Posted speeds are used in the Merced County model. The model is validated using free flow speeds and common practice speed flow curves. Speed distributions were updated in EMFAC 2002, using methodology approved by ARB and with information from the transportation model.	TP+/VIPER EMFAC 2002	Posted speed limits will be updated in the next transportation model validation. A feedback loop may be considered if warranted in the future.
Vehicle Registrations	EMFAC 2002 is the most recent model for use in California conformity analyses. Vehicle registration data is included by ARB in the model and cannot be updated by the user.	EMFAC 2002	ARB will include updated vehicle registration data in the next EMFAC (anticipated in early 2007). ARB has committed to update the fleet information in EMFAC on a 3-year cycle thereafter (see 1/31/06 letter to EPA and FHWA).
State Implementation Plan Measures	Latest implementation status of commitments in prior SIPs.	Emission reduction credits consistent with the SIPs are post-processed via spreadsheets as documented in Ch. 4.	Updated for every conformity analysis.

SOCIOECONOMIC DATA

POPULATION, EMPLOYMENT AND LAND USE

The conformity rule requires documentation of base case and projected population, employment, and land use used in the transportation modeling. USDOT/EPA guidance indicates that if the data is more than five years old, written justification for the use of older data must be provided. In addition, documentation is required for how land use development scenarios are consistent with future transportation system alternatives, and the reasonable distribution of employment and residences for each alternative.

Supporting Documentation:

Population and Employment were forecasted in consultation with local planners using a “top-down” approach whereby a county-level forecast was based on the latest available state forecasts, then sub-allocated down to lower geographic boundaries and traffic analysis zones based on adopted local general plans. MCAG used the Department of Finance’s latest county-level projections, published in 2001, as the basis for the population forecast. The DOF projections were adjusted upward to include UC Merced-related growth, which was not assumed in their projections. The county-wide employment projections were based on the California Department of Transportation’s Economic Forecast published in December 2003.

The latest forecast was adopted by the MCAG Governing Board in March 2004 and the next update will likely occur sometime in 2007 or 2008.

TRANSPORTATION MODELING

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

Specific transportation modeling requirements in the conformity rule are summarized below, followed by a description of how the Merced County Association of Governments transportation modeling methodology meets those requirements.

The transportation conformity rule (section 93.122(b)) requires the use of network-based transportation models for serious, severe and extreme ozone nonattainment areas if their metropolitan planning region contains an urbanized population of more than 200,000. Merced County does not contain an urbanized area of that size. However, MCAG has used a network-based model since 1991. The model software is TP+/Viper. It covers the County of Merced, has 526 Traffic Analysis Zones (TAZs), and does not include a mode-choice model, feedback component, or peak-hour component.

TRAFFIC COUNTS

The conformity rule requires documentation that a network-based travel model is in use that is validated against observed counts for a base year no more than 10 years before the date of the conformity determination. Document that the model results have been analyzed for reasonableness and compared to historical trends and explain any significant differences between past trends and forecasts (for per capita vehicle-trips, VMT, trip lengths mode shares, time of day, etc.).

Supporting Documentation:

The transportation model was validated to the 2000 base year using 150 traffic counts from the year 2000, collected by Caltrans, local jurisdictions, and MCAG.

SPEEDS

The conformity rule requires documentation of the use of capacity sensitive assignment methodology and emissions estimates based on a methodology that differentiates between peak and off-peak volumes and speeds, and bases speeds on final assigned volumes. In addition, documentation of the use of zone-to-zone travel impedances to distribute trips in reasonable agreement with the travel times estimated from final assigned traffic volumes. Where transit is a significant factor, document that zone-to-zone travel impedances used to distribute trips are used to model mode split. Finally, document that reasonable methods were used to estimate traffic speeds and delays in a manner sensitive to the estimated volume of travel on each roadway segment represented in the travel model.

Supporting Documentation:

Posted speeds are used in the Merced County model. The model is validated using free flow speeds and common practice speed flow curves.

Speed distributions were updated in EMFAC 2002, using methodology approved by ARB and with information from the transportation model.

TRANSIT

The conformity rule requires documentation of any changes in transit operating policies and

assumed ridership levels since the previous conformity determination. Document the use of the latest transit fares and road and bridge tolls.

Supporting Documentation:

Transit mode share is less than 1% of the total travel in Merced County. Given the relatively low population and rural character of the county, transit usage is not expected to rise above 2% even by 2030, the horizon year of the Regional Transportation Plan and this analysis. There is no transit component in the MCAG travel demand model. Therefore, while there are air quality benefits from the transit service and they can be expected to increase, they are not quantified as part of this analysis.

VALIDATION/CALIBRATION

The conformity rule requires documentation that the model results have been analyzed for reasonableness and compared to historical trends and explain any significant differences between past trends and forecasts (for per capita vehicle-trips, VMT, trip lengths mode shares, time of day, etc.). In addition, documentation of how travel models are reasonably sensitive to changes in time, cost, and other factors affecting travel choices is required. The use of HPMS, or a locally developed count-based program or procedures that have been chosen to reconcile and calibrate the network-based travel model estimates of VMT must be documented.

Supporting Documentation:

The model was validated by comparing its estimates of base year traffic conditions with base year traffic counts. The base year validations meet standard criteria for replicating total traffic volumes on various road types and for percent error on links. The base year validation also meets standard criteria for percent error relative to traffic counts on groups of roads (screenlines) throughout each county.

For Serious and above nonattainment areas, transportation conformity guidance, Section 93.122(b)(3) of the conformity rule states:

Highway Performance Monitoring System (HPMS) estimates of vehicle miles traveled (VMT) shall be considered the primary measure of VMT within the portion of the nonattainment or maintenance area and for the functional classes of roadways included in HPMS, for urban areas which are sampled on a separate urban area basis. For areas with network-based travel models, a factor (or factors) may be developed to reconcile and calibrate the network-based travel model estimates of VMT in the base year of its validation to the HPMS estimates for the same period. These factors may then be applied to model estimates of future VMT. In this factoring process, consideration will be given to differences between HPMS and network-based travel models, such as differences in the facility coverage of the HPMS and the modeling network description. Locally developed count-based programs and other departures from these procedures are permitted subject to the interagency consultation procedures.

FUTURE NETWORKS

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

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

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

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

Supporting Documentation:

The build highway networks include qualifying projects based on the 2007 Federal Transportation Improvement Program Amendment #2 and the 2007 Regional Transportation Plan. Not all of the street and freeway projects included in the TIP/RTP qualify for inclusion in the highway network. Projects that call for study, design, right-of-way acquisition, or non-capacity improvements are not included in the networks. When these projects result in actual facility construction projects, the associated capacity changes are coded into the network as appropriate. Since the networks define capacity in terms of number of through traffic lanes, only construction projects that increase the lane-miles of through traffic are included.

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

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

TRAFFIC ESTIMATES

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

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

Horizon Year	Total Population (thousands)	Employment (thousands)	Average Weekday VMT (millions)	Total Lane Miles
2008	263	84	7.96	2,622
2010	276	95	8.50	2,663
2013	295	101	9.62	2,683
2020	340	116	10.86	2,706
2030	417	137	14.43	2,706

VEHICLE REGISTRATIONS

Merced County Association of Governments does not estimate vehicle registrations, age distributions or fleet mix. Rather, current forecasted estimates for these data are developed by CARB and included in the EMFAC2002 model (http://www.arb.ca.gov/msei/on-road/latest_revisions.htm#pop). EMFAC 2002 is the most recent model for use in California conformity analyses. Vehicle registrations, age distribution and fleet mix are developed and included in the model by CARB and cannot be updated by the user.

STATE IMPLEMENTATION PLAN MEASURES

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

OZONE

Committed control measures in the Extreme Ozone Attainment Demonstration Plan (Extreme OADP) that reduce mobile source emissions and are included in the conformity demonstration are shown in Table 2-3.

**Table 2-3
Extreme Plan Measures Assumed in the Conformity Analysis**

Measure Description	Reference	Pollutants
Smog Reductions	Extreme OADP	Summer ROG Summer NOx
State Measure Reductions	Extreme OADP	Summer ROG Summer NOx
Local Measure Reductions	Extreme OADP	Summer NOx

PM-10

Committed control measures in the EPA approved Amended 2003 PM-10 Plan that reduce mobile source emissions and are included in the conformity demonstration are shown in Table 2-4.

**Table 2-4
Amended PM-10 Plan Measures Assumed in the Conformity Analysis**

Measure Description	Reference	Pollutants
State Measures	Amended 2003 PM-10 Plan	PM-10 annual exhaust NOx annual exhaust
Smog Check Reductions	Amended 2003 PM-10 Plan	NOx annual exhaust
ISR & Inc.	Amended 2003 PM-10 Plan	NOx annual exhaust
District Rule 8061/ISR Controls	Amended 2003 PM-10 Plan	PM-10 paved road dust PM-10 unpaved road dust
District Rule 8021 Controls	Amended 2003 PM-10 Plan	PM-10 road construction dust

PM2.5

Committed control measures in the EPA approved Amended 2003 PM-10 Plan that reduce mobile source emissions (exhaust only) are shown in the table above. It is important to note that the PM-10 exhaust reductions for State Measures in the EPA Approved Amended 2003 PM-10 Plan are reduced by the ARB size fraction for diesel exhaust to yield a PM2.5 exhaust reduction.

The ARB size fraction data can be accessed at <http://www.arb.ca.gov/ei/speciate/speciate.htm>. The PMSIZE link (under speciation profiles) opens a spreadsheet that contains size fractions. Row 75 of the spreadsheet specifies that the diesel exhaust fraction of PM-10 that represents PM2.5 or smaller is 0.92. This fraction was used because the approved ARB control measure in the EPA approved Amended 2003 PM-10 Plan only affects diesel vehicle exhaust.

The PM-10 diesel exhaust emission reductions contained in the EPA Approved Amended 2003 PM-10 Plan (dated 12/19/03) are reduced by the ARB size fraction for diesel vehicle exhaust to yield a PM2.5 diesel exhaust emission reduction. This is documented in the spreadsheet EMFAC explanation tab. The PM2.5 fraction is calculated by multiplying the PM-10 diesel exhaust fraction by the ARB size fraction 0.92.

CHAPTER 3 AIR QUALITY MODELING

The model used to estimate emissions for carbon monoxide, ozone precursors, and PM-10 is EMFAC2002 (April 23, 2003). ARB emission factors for PM-10 have been used to calculate reentrained paved and unpaved road dust, and fugitive dust associated with road construction. For the Conformity Analysis, model inputs not dependent on the Transportation Improvement Program or Regional Transportation Plan (RTP) are consistent with the applicable SIPs, which include:

- The 2004 Revision to the California State Implementation Plan for Carbon Monoxide was approved by EPA on November 20, 2005 (effective January 30, 2006).
- EPA published an adequacy determination for the Extreme Ozone Attainment Demonstration Plan on February 15, 2005 (effective March 2, 2005).
- The Amended 2003 PM-10 Plan was approved by EPA on April 28, 2004 (effective June 25, 2004).

Regional emissions have been estimated for the horizon years 2008, 2010, 2013, 2020 and 2030. The conformity rule requirements for the selection of the horizon years are summarized in Chapter 1.

EMFAC2002 (April 23, 2003)

The EMFAC model (short for EMISSION FACTOR) is a computer model that can estimate emission rates for motor vehicles for calendar years from 1970 to 2040 operating in California. Pollutant emissions for hydrocarbons, carbon monoxide, nitrogen oxides, particulate matter, lead, sulfur oxides, and carbon dioxide are output from the model. Emissions are calculated for passenger cars, eight different classes of trucks, motorcycles, urban and school buses and motor homes.

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

Section 93.111 of the conformity rule requires the use of the latest emission estimation model in the development of conformity determinations. EMFAC2002 is the latest update to the EMFAC model for use by California state and local governments to meet Clean Air Act (CAA, 1990) requirements. On April 1, 2003 EPA announced the availability of this latest version of the California EMFAC model for use in state implementation plan (SIP) development in California. The notice also established a 3-month grace period before EMFAC2002 was required to be used statewide in all new transportation conformity analyses in California; the grace period ended on June 30, 2003.

Since the transportation conformity rule (40 CFR 93.110) requires areas to use the latest information for estimating vehicle activity, EPA also approved the CARB methodology for updating the default vehicle activity data in EMFAC2002. CARB's methodology, "Recommended Methods for Use of EMFAC2002 to Develop Motor Vehicle Emission Budgets and Assess Conformity," explains how vehicle activity data should be updated. The methodology explains how each parameter associated with vehicle activity was originally developed in EMFAC, how each parameter is related, and how each can be updated when new data becomes available. These relationships are important when adjusting vehicle trips or VMT (vehicle miles traveled). For example, VMT in EMFAC2002 is directly related to vehicle population and mileage accrual rate. Similarly, start and evaporative vehicle emissions are also related to vehicle population levels. If new VMT data is available, CARB suggests modifying the input vehicle population levels, instead of directly inputting new VMT data, so that start and evaporative emissions are revised appropriately. Updated vehicle activity data can also be input to EMFAC using the WIS interface.

It is important to note that EMFAC 2007 was released on November 1, 2006. However, the model has not yet been submitted to EPA for approval. As a result, it is not required to be used in transportation conformity analyses at this time. In addition, FHWA California Division issued a letter dated February 1, 2007 that indicated that a six-month transitional period would begin for using the new vehicle fleet data in conformity demonstrations. Conformity determinations where emissions modeling is started after August 1, 2007, must use the updated vehicle fleet data.

Fresno COG, working with CARB, developed guidelines to update speed distributions in EMFAC2002 by allocating VMT percentage to speed bin with the most recent output from individual MPO traffic models. These guidelines are available on the Fresno COG website (www.fresnocog.org).

EMFAC was used to estimate exhaust emissions for CO, Ozone, PM-10, and PM2.5 conformity demonstrations consistent with the applicable air quality plan. These estimates are further reduced by SIP measures as documented in Chapter 2.

ADDITIONAL PM-10 ESTIMATES

PM-10 emissions for reentrained dust from travel on paved and unpaved roads will be calculated separately from roadway construction emissions. It is important to note that with the final approval of the Amended 2003 PM-10 plan, EPA approved a methodology to calculate PM-10 emissions from paved and unpaved roads in future San Joaquin Valley conformity determinations. The Conformity Analysis uses these methodologies and estimates construction-related PM-10 emissions consistent with the Amended 2003 PM-10 plan. The National Ambient Air Quality Standards for PM-10 consist of a 24-hour standard and an annual average standard, both represented by the motor vehicle emissions budgets established in the Amended 2003 PM-10 Plan. The PM-10 emissions calculated for the conformity analysis represent emissions on an annual average day and are used to satisfy the budget test.

CALCULATION OF REENTRAINED DUST FROM PAVED ROAD TRAVEL

The core methodology for estimating paved road dust emissions is based on the algorithm published in the 5th Edition of AP-42 (U.S. EPA) (<http://www.epa.gov/ttn/chief/ap42/ch13/>). ARB default assumptions for roadway silt loading by roadway class, rainfall correction factor average vehicle weight remain unchanged. Emissions are estimated for five roadway classes including freeways, arterials, collectors, local roads, and rural roads. Countywide vehicle miles traveled (VMT) information is used for each road class to prepare the emission estimates.

CALCULATION OF REENTRAINED DUST FROM UNPAVED ROAD TRAVEL

The base methodology for estimating unpaved road dust emissions is based on an ARB methodology in which the miles of unpaved road are multiplied by the assumed vehicle miles traveled (VMT) and an emission factor. In the Amended 2003 PM-10 Plan, it is assumed that all non-agricultural unpaved roads within the SJV receive 10 vehicle passes per day. An emission factor of 2.0 lbs PM-10/VMT is used for the unpaved road dust emission estimates. Emissions are estimated for city/county maintained roads.

CALCULATION OF PM-10 FROM ROADWAY CONSTRUCTION

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

PM-10 TRADING MECHANISM

The PM-10 SIP allows trading from the motor vehicle emissions budget for the PM-10 precursor NO_x to the motor vehicle emissions budget for primary PM-10 using a 1.5 to 1 ratio. The trading mechanism will be used only for conformity analyses for analysis years after 2010.

PM2.5 APPROACH

EPA issued guidance for creating annual on-road mobile source emission inventories for PM_{2.5} in August 2005 (EPA, 2005c). The guidance indicates that all areas currently designated nonattainment for PM_{2.5} are violating the annual standard for the pollutant. Therefore, in order to be consistent with the standard, PM_{2.5} nonattainment areas must develop annual emission inventories for the purpose of developing SIP budgets and demonstrating transportation conformity.

EMFAC 2002 includes data for temperature, relative humidity, and characteristics for gasoline fuel sold that vary by geographic area, calendar year, and month and season. The annual average represents an average of all the monthly inventories. As a result, EMFAC will be run to estimate direct PM_{2.5} and NO_x from motor vehicles for an annual average day that will provide the information for both the annual and 24-hour PM_{2.5} standards.

EPA guidance indicates that State and local agencies need to consider whether vehicle miles traveled (VMT) varies during the year enough to affect PM_{2.5} annual emission estimates. The availability of seasonal or monthly VMT data and the corresponding variability of that data need to be evaluated.

PM_{2.5} areas that are currently using network based travel models must continue to use them when calculating annual emission inventories. The guidance indicates that the interagency consultation process should be used to determine the appropriate approach to produce accurate annual inventories for a given nonattainment area. Whichever approach is chosen, that approach should be used consistently throughout the analysis for a given pollutant or precursor. The interagency consultation process should also be used to determine whether significant seasonal variations in the output of network based travel models are expected and whether these variations would have a significant impact on PM_{2.5} emission estimates.

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

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

The San Joaquin Valley MPOs believe that the average annual day calculated from the current traffic models and EMFAC 2002 represent the most accurate data available. The MPOs will continue to discuss and research options that look at how VMT varies by month and season according to the local traffic models.

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

Whatever approach is selected, the latest planning assumptions, latest emissions model, and appropriate methods for estimating travel and speeds must be used as required by the conformity rule. In addition, the selected interim emissions tests should be used consistently when

completing a conformity test. That is the regional conformity analysis for the baseline year test should be based on the same approach that was used to develop the baseline inventory for conformity purposes.

The regional emissions analyses in PM2.5 nonattainment areas must consider directly emitted PM2.5 motor vehicle emissions from tailpipe, brake wear, and tire wear. In California, areas will use EMFAC2002. As indicated in under the Conformity Test Requirements, re-entrained road dust and construction-related fugitive dust from highway or transit projects is not included at this time. In addition, NOx emissions are included; however, VOC, SOx, and ammonia emissions are not.

SUMMARY OF PROCEDURES FOR REGIONAL EMISSIONS ESTIMATES

Step-by-step air quality modeling procedures, including instructions, references and controls, for the Conformity Analysis are available on the Fresno COG website at [<http://www.fresnocog.org/>]. In addition, documentation of the conformity analysis is provided in Appendix C, including:

- 2007 adjust_vmt Spreadsheet
- 2007 Conformity EMFAC Spreadsheet
- 2007 Conformity Paved Road Spreadsheet
- 2007 Conformity Unpaved Road Dust Spreadsheet
- 2007 Conformity Construction Spreadsheet
- 2007 Conformity Trading Spreadsheet
- 2007 Conformity Totals Spreadsheet

CHAPTER 4 TRANSPORTATION CONTROL MEASURES

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

TRANSPORTATION CONFORMITY RULE REQUIREMENTS FOR TCMs

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

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

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

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

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

- (i) programs for improved public transit;
- (ii) restriction of certain roads or lanes to, or construction of such roads or lanes for use by, passenger buses or high occupancy vehicles;
- (iii) employer-based transportation management plans, including incentives;
- (iv) trip-reduction ordinances;
- (v) traffic flow improvement programs that achieve emission reductions;
- (vi) fringe and transportation corridor parking facilities serving multiple occupancy vehicle programs or transit service;
- (vii) programs to limit or restrict vehicle use in downtown areas or other areas of emission concentration particularly during periods of peak use;
- (viii) programs for the provision of all forms of high-occupancy, shared-ride

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

TCM REQUIREMENTS FOR A TRANSPORTATION PLAN

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

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

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

TCM REQUIREMENTS FOR A TRANSPORTATION IMPROVEMENT PROGRAM

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

“(1) An examination of the specific steps and funding source(s) needed to fully implement each TCM indicates that TCMs which are eligible for funding under title 23 U.S.C. or the Federal Transit Laws are on or ahead of the schedule established in the applicable implementation plan, or, if such TCMs are behind the schedule established in the applicable implementation plan, the MPO and DOT have determined that past

obstacles to implementation of the TCMs have been identified and have been or are being overcome, and that all state and local agencies with influence over approvals or funding for TCMs are giving maximum priority to approval or funding of TCMs over other projects within their control, including projects in locations outside the nonattainment or maintenance area;

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

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

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

APPLICABLE AIR QUALITY IMPLEMENTATION PLANS

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

APPLICABLE IMPLEMENTATION PLAN FOR OZONE

The only applicable ozone plan is the *1994 Ozone Attainment Demonstration Plan* and the *Revised 1996 Rate of Progress Plan*.

The transportation control measures contained in the *1994 Ozone Attainment Demonstration* are not clearly delineated. Both transportation control measures and mobile source measures are discussed under the heading of transportation control measures. The Attainment Demonstration specifically includes Rule 9001 – Commute Based Trip Reduction; however, this rule was never approved by EPA as part of the SIP. In addition, the Revised 1996 Rate of Progress Plan specifically identifies TCMs committed for implementation from 1990 through 1996. The commitments are listed within the following TCM categories:

- TCM1 – Traffic Flow Improvements
- TCM2 – Public Transit
- TCM3 – Rideshare Programs (Rule 9001)
- TCM4 – Bicycle Programs
- TCM5 – Alternative Fuels Program

Most of the TCMs in the plans were implemented in the short term, and have been fully implemented. As a result, any resulting creditable emission reduction benefits have been incorporated into the traffic forecasts for the region. However, the TIP/RTP provides continued funding for transportation projects that support TCM programs (e.g., traffic flow improvements, public transit, rideshare programs, and bicycle programs). In addition, voluntary implementation of Rule 9001 (Employee Commute Options) is ongoing even though the Rule was not approved by EPA and cannot be implemented as a mandatory program under SB437.

APPLICABLE IMPLEMENTATION PLAN FOR PM-10

The Amended 2003 PM-10 Plan was approved by EPA on April 28, 2004 (effective June 25, 2004).

A local government control measure assessment was completed for this plan. However, the analysis focused on transportation-related fugitive dust emissions, which are not TCMs by definition. The local government commitments are included in the *Regional Transportation Planning Agency Commitments for Implementation Document, April 2003*.

However, the *Amended 2002 and 2005 Ozone Rate of Progress Plan* contains commitments that reduce ozone related emissions; these measures are documented in the *Regional Transportation Planning Agency Commitments for Implementation Document, April 2002*. These commitments are included by reference in the Amended 2003 PM-10 Plan to provide emission reductions for precursor gases and help to address the secondary particulate problem. EPA signed the final approval notice for the Amended 2003 PM-10 Plan on April 28, 2004. Since these commitments are included in the plan by reference, the commitments were approved by EPA as TCMs.

IDENTIFICATION OF 2002 RACM THAT REQUIRE TIMELY IMPLEMENTATION DOCUMENTATION

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

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

In addition, the RTPA Commitment Document, Volume Three, dated April 2003 (PM-10

BACM) was reviewed, using the Summary of Commitments table. Commitments that contain specific CMAQ funding for the purchase and/or operation of street sweeping equipment have been identified. Only one commitment (Fresno - City of Reedley) was identified.

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

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

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

The Project TID table that was prepared at the request of FHWA for the 2004 Conformity Analysis has been updated in each subsequent conformity analysis (e.g., 8-hour, PM2.5, 2007 TIP). This documentation has been updated as part of this Conformity Analysis. A summary of this information is provided in Appendix E.

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

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

TCM FINDINGS FOR THE TIP AND REGIONAL TRANSPORTATION PLAN

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

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

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

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

A summary of the long-range control measures analysis and proposed approach was transmitted to the Programming Coordination Group (PCG) for interagency consultation. The summary was discussed on the August 8, 2006 PCG conference call. FHWA concurred with the summary and requested that it be forwarded to EPA for concurrence as well. The long-range control measure approach was forwarded to EPA and EPA provided verbal concurrence in September 2006.

The Local Government Control Measures considered in the PM-10 Plan BACM analysis that were considered for inclusion in the 2007 RTP included:

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

It is important to note that the first three measures considered in the PM-10 Plan BACM analysis (i.e., access points, street cleaning requirements, and erosion clean up) are not applicable for inclusion in the RTP. In addition, there are no new PM-10 commitments from other PM-10 nonattainment areas that need to be considered at this time.

Based on consultation with ARB and the SJVUAPCD, Merced County Association of Governments considered priority funding allocations in the 2007 RTPs for PM-10 and NOx emission reduction projects in the post-attainment year timeframe that go beyond the emission reduction commitments made for the attainment year 2010.

CHAPTER 5 INTERAGENCY CONSULTATION

The requirements for consultation procedures are listed in the Transportation Conformity Regulations under section 93.105. Consultation is necessary to ensure communication and coordination among air and transportation agencies at the local, state and federal levels on issues that would affect the conformity analysis such as the underlying assumptions and methodologies used to prepare the analysis. Section 93.105 of the conformity rule notes that there is a requirement to develop a conformity SIP that includes procedures for interagency consultation, resolution of conflicts, and public consultation as described in paragraphs (a) through (e). Section 93.105(a)(2) states that prior to EPA approval of the conformity SIP, “MPOs and State departments of transportation must provide reasonable opportunity for consultation with State air agencies, local air quality and transportation agencies, DOT and EPA, including consultation on the issues described in paragraph (c)(1) of this section, before making conformity determinations.” The SJVUAPCD adopted Rule 9120 Transportation Conformity on January 19, 1995 in response to requirements in Section 176(c)(4)(c) of the Clean Air Act as amended in 1990. Since EPA has not approved Rule 9120 (the conformity SIP), the conformity rule requires compliance with 93.105 (a)(2) and (e) and 23 CFR 450.

Section 93.112 of the conformity rule requires documentation of the interagency and public consultation requirements according to Section 93.105. A summary of the interagency consultation and public consultation conducted to comply with these requirements is provided below. Appendix F includes the public hearing process documentation. The response to comments received as part of the public comment process are included in Appendix G.

INTERAGENCY CONSULTATION

Consultation is generally conducted through the San Joaquin Valley Model Coordinating Committee. The San Joaquin Valley Model and Coordinating Committee (MCC) 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 Unified Air Pollution Control District (SJVUAPCD) 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>

It is important to note that this Conformity Analysis is essentially a minor update to the Conformity Analysis prepared for the 2007 TIP and 2004 RTP as amended. Interagency consultation was conducted on the proposed processes, instructions for regional emission estimates, and draft boilerplate documentation the previous conformity analyses beginning in August 2003. There have been no changes to the conformity requirements or air quality

modeling approach contained in this Conformity Analysis. The conformity instructions are posted on the Fresno COG website at <http://www.fresnocog.org>.

A summary of transportation model updates and latest planning assumptions was prepared and transmitted to the Model Coordinating Committee (MCC) for interagency consultation and discussion on the October 19, 2006 conference call.

A summary of conformity procedures and documentation was also transmitted to the MCC for interagency consultation and discussion on the October 19, 2006 conference call. The attachment summarized the status of changes/updates from recent TIP conformity analysis. In general, minimal changes are necessary. The SJV MPOs are electing to use EMFAC2002, and the TID documentation will be updated accordingly. A draft schedule was also included to receive federal approval by July 1, 2007.

Both items were discussed again on the November 28, 2006 MCC conference call. Both EPA and FHWA indicated there were no comments or concerns with either of the documents.

On the January 18, 2007 MCC conference call the instructions and spreadsheets for regional emission estimates were discussed. All documentation is contained on the 2007 Conformity web-page on Fresno COG website (see information located at <http://www.fresnocog.org/document.php?pid=125&x=56>).

Interagency consultation also includes the local transportation providers in the MPO region (e.g., cities, transit districts). The cities, county and transit district include representative on the Technical Planning Committee (TPC). The RTP and TIP are developed in concert with the TPC which then makes advisory recommendations to the Technical Review Board (TRB) consisting of the city managers and the county administrative officer. Finally, action is taken by the MCAG Governing Board, which consists of elected representatives from the county and each of the six cities.

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 the subject of a public notice and 30 day review period prior to adoption. A public hearing is also conducted prior to adoption and all public comments are responded to in writing. The Appendices contain corresponding documentation supporting the public involvement procedures.

CHAPTER 6 TIP AND RTP CONFORMITY

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 interim emissions test; (2) the latest planning assumptions and emission models must be employed; (3) the TIP and RTP must provide for the timely implementation of transportation control measures (TCMs) specified in the applicable air quality implementation plans; and (4) consultation. The final determination of conformity for the TIP/RTP is the responsibility of the Federal Highway Administration and the Federal Transit Administration.

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

This chapter presents the results of the conformity tests, satisfying the remaining requirement of the federal transportation conformity rule. Separate tests were conducted for 8-hour ozone (VOC and NO_x), particulate matter under ten and 2.5 microns in diameter (PM-10 and PM_{2.5}). The applicable conformity tests were reviewed in Chapter 1. For each test, the required emissions estimates were developed using the transportation and emission modeling approaches required under the federal transportation conformity rule and summarized in Chapters 2 and 3. The results are summarized below, followed by a more detailed discussion of the findings for each pollutant. Table 6-1 presents results for Ozone (VOC/NO_x), PM-10 (PM-10/NO_x), and PM_{2.5} (PM_{2.5}/NO_x) respectively, in tons per day for each of the horizon years tested.

For ozone, the applicable conformity test is the emissions budget test, using the Extreme Ozone Attainment Demonstration Plan budgets established for VOC and NO_x for an average summer (ozone) season day. EPA published the notice of adequacy determination in the February 15, 2005 Federal Register, effective March 2, 2005. The modeling results for all analysis years indicate that the VOC and NO_x emissions predicted for each of the “Build” scenarios are less than the emissions budgets. The TIP/RTP therefore satisfy the conformity emissions test for volatile organic compounds.

For PM-10, the applicable conformity test is the emissions budget test, using the Amended 2003 PM-10 Plan budgets for PM-10 and NO_x. This Plan was approved by EPA on April 28, 2004, effective June 25, 2004. The modeling results for all analysis years indicate that the PM-10 emissions predicted for the “Build” scenarios are less than the emissions budgets for 2008 and 2010. The TIP/RTP therefore satisfy the conformity emissions tests for PM-10.

For PM_{2.5}, areas violating both the annual and 24-hour standards for PM_{2.5} must address both standards in the conformity determination. The San Joaquin Valley currently violates both standards, and the conformity determination includes both analyses. Before an adequate or approved SIP budget is available, conformity is generally demonstrated with interim emission

tests. Conformity may be demonstrated if the emissions from the proposed transportation system are either less than or no greater than the 2002 motor vehicle emissions in a given area (see Section 93.119). The San Joaquin Valley chose to use the “no-greater-than-2002 emissions test”. The modeling results for all analysis years indicated that the “Build” scenarios are less than the 2002 Base Year emissions estimates for both the 24-hour and annual standards. The TIP/RTP therefore satisfy the conformity emissions tests for PM2.5.

As all requirements of the Transportation Conformity Rule have been satisfied, a finding of conformity for the 2007 Transportation Improvement Program Formal Amendment # 2 and the 2007 Regional Transportation Plan is supported.

Table 6-1

2007 Conformity Results Summary -- MERCED

Pollutant	Scenario	Emissions Total		DID YOU PASS?	
		VOC (tons/day)	NOx (tons/day)	VOC	NOx
Ozone	2008 Budget	5.0	11.4		
	2008	4.9	11.3	YES	YES
	2010 Budget	4.0	9.1		
	2010	4.0	9.0	YES	YES
	2013	3.2	6.9	YES	YES
	2020	1.7	3.1	YES	YES
	2030	1.1	1.4	YES	YES

Pollutant	Scenario	PM10 (tons/day)	NOx (tons/day)	PM-10	NOx
PM-10	2008 Budget	5.2	12.5		
	2008	5.2	12.4	YES	YES
	2010 Budget	5.3	9.9		
	2010	5.2	9.9	YES	YES
	2010 Adjusted Budget	5.9	9.0		
	2020	5.9	3.4	YES	YES
	2010 Adjusted Budget	7.3	6.9		
	2030	7.3	1.5	YES	YES

PM2.5 24-Hour Standard		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
	2002 Base Year	0.4	19.3		
2010	0.3	9.9	YES	YES	
2020	0.3	3.4	YES	YES	
2030	0.4	1.5	YES	YES	

PM2.5 Annual Standard		PM2.5 (tons/year)	NOx (tons/year)	PM2.5	NOx
	2002 Base Year	146	7045		
2010	110	3614	YES	YES	
2020	110	1241	YES	YES	
2030	146	548	YES	YES	

REFERENCES

- CAA. 1990. *Clean Air Act*, as amended November 15, 1990. (42 U. S. C. Section 7401et seq.) November 15, 1990.
- EPA. 1993. 40 CFR Parts 51 and 93. *Criteria and Procedures for Determining Conformity to State or Federal Implementation Plans of Transportation Plans, Programs and Projects Funded or Approved Under Title 23 U.S.C. or the Federal Transit Act*. U.S. Environmental Protection Agency. Federal Register, November 24, 1993, Vol. 58, No. 225, p. 62188.
- EPA. 2004. 40 CFR Part 93. *Transportation Conformity Rule Amendments for the New 8-hour Ozone and PM_{2.5} National Ambient Air Quality Standards and Miscellaneous Revisions for Existing Areas; Transportation Conformity Rule Amendments – Response to Court Decision and Additional Rule Changes*. U.S. Environmental Protection Agency. Federal Register, July 1, 2004, Vol. 69, No. 126, p. 40004.
- EPA. 2004b. *Companion Guidance for the July 1, 2004, Final Transportation Conformity Rule: Conformity Implementation in Multi-jurisdictional Nonattainment and Maintenance Areas for Existing and New Air Quality Standards*. U.S. Environmental Protection Agency. July 21, 2004.
- EPA. 2005. *Transportation Conformity Rule Amendments for the New PM_{2.5} National Ambient Air Quality Standards: PM_{2.5} Precursors; Final Rule*. U.S. Environmental Protection Agency. Federal Register, May 6, 2005, Vol. 70, No. 87, p. 24280.
- EPA. 2005b. *Guidance for Determining the “Attainment Years” for Transportation Conformity in New 8-Hour Ozone and PM_{2.5} Nonattainment Areas*. U.S. Environmental Protection Agency. Memorandum, March 8, 2005.
- EPA. 2005c. *Guidance for Creating Annual On-Road Mobile Source Emission Inventories for PM_{2.5} Nonattainment Areas for Use in SIPs and Conformity*. U.S. Environmental Protection Agency. EPA420-B-05-008. August 2005
- EPA/DOT. 1991a. *Guidance for Determining Conformity of Transportation Plans, Programs, and Projects with Clean Air Act Implementation Plans During Phase I of the Interim Period*. U.S. Environmental Protection Agency and Department of Transportation. June 7, 1991.
- EPA/DOT. 1991b. *Guidance for Determining Conformity of Transportation Plans, Programs, and Projects with Clean Air Act Implementation Plans During Phase I of the Interim Period*. Extended Applicability of the Interim Conformity Guidance. U.S. Environmental Protection Agency and Department of Transportation. October 25, 1991.
- USDOT. 2001. *Use of Latest Planning Assumptions in Conformity Determinations*. Memorandum from U.S. Department of Transportation. January 18, 2001.

APPENDIX A
CONFORMITY CHECKLIST

Conformity Analysis Documentation

FHWA Checklist for MPO TIPs/RTPs

Checklist version as of June 27, 2005

40 CFR	Criteria	Page	Comments
§93.102	Document the applicable pollutants and precursors for which EPA designates the area as nonattainment or maintenance. Describe the nonattainment or maintenance area and its boundaries.	Ch. 1; 5-15	
§93.104 (b, c)	Document the date that the MPO officially adopted, accepted or approved the TIP/RTP and made a conformity determination. Include a copy of the MPO resolution. Include the date of the last prior conformity finding.	E.S.	
§93.104 (e)	If the conformity determination is being made to meet the timelines included in this section, document when the new motor vehicle emissions budget was approved or found adequate.	N/A	
§93.106 (a)(2)ii	Describe the regionally significant additions or modifications to the existing transportation network that are expected to be open to traffic in each analysis year. Document that the design concept and scope of projects allows adequate model representation to determine intersections with regionally significant facilities, route options, travel times, transit ridership and land use.	Ch. 2; 16- 22; App. B	
§93.108	Document that the TIP/RTP is financially constrained (23 CFR 450).	E.S.	
§93.109 (a, b)	Document that the TIP/RTP complies with any applicable conformity requirements of air quality implementation plans (SIPs) and court orders.	Ch. 1, 2, 3, 4, 5, 6	
§93.109 (c-k)	Provide either a table or text description that details, for each pollutant and precursor, whether the interim emissions tests and/or the budget test apply for conformity. Indicate which emissions budgets have been found adequate by EPA, and which budgets are currently applicable for what analysis years.	Ch. 1; 5-14	
§93.110 (a, b)	Document the use of latest planning assumptions (source and year) at the "time the conformity analysis begins," including current and future population, employment, travel and congestion. Document the use of the most recent available vehicle registration data. Document the date upon which the conformity analysis was begun.	Ch. 2; 16-22	
USDOT/EPA guidance	Document the use of planning assumptions less than five years old. If unable, include written justification for the use of older data. (1/18/02)	Ch. 2; 16-22	
§93.110 (c,d,e,f)	Document any changes in transit operating policies and assumed ridership levels since the previous conformity determination. Document the use of the latest transit fares and road and bridge tolls. Document the use of the latest information on the effectiveness of TCMs and other SIP measures that have been implemented. Document the key assumptions and show that they were agreed to through Interagency and public consultation.	Ch. 2; 16-22	
§93.111	Document the use of the latest emissions model approved by EPA.	Ch. 3; 24-28	
§93.112	Document fulfillment of the interagency and public consultation requirements outlined in a specific implementation plan according to §51.390 or, if a SIP revision has not been completed, according to §93.105 and 23 CFR 450.	Ch. 5; 35-36	

40 CFR	Criteria	Page	Comments
	Include documentation of consultation on conformity tests and methodologies as well as responses to written comments.		
§93.113	Document timely implementation of all TCMs in approved SIPs. Document that implementation is consistent with schedules in the applicable SIP and document whether anything interferes with timely implementation. Document any delayed TCMs in the applicable SIP and describe the measures being taken to overcome obstacles to implementation.	Ch. 4; 29-34; App. E	
§93.114	Document that the conformity analyses performed for the TIP is consistent with the analysis performed for the Plan, in accordance with 23 CFR 450.324(f)(2).	Analysis addresses both documents	
§93.118 (a, c, e)	<u>For areas with SIP budgets:</u> Document that emissions from the transportation network for each applicable pollutant and precursor, including projects in any associated donut area that are in the Statewide TIP and regionally significant non-Federal projects, are consistent with any adequate or approved motor vehicle emissions budget for all pollutants and precursors in applicable SIPs.	Ch. 6; 37	
§93.118 (b)	Document for which years consistency with motor vehicle emissions budgets must be shown.	Ch. 1; 5-14	
§93.118 (d)	Document the use of the appropriate analysis years in the regional emissions analysis for areas with SIP budgets, and the analysis results for these years. Document any interpolation performed to meet tests for years in which specific analysis is not required.	Ch. 6; 37	
§93.119 ¹	<u>For areas without applicable SIP budgets:</u> Document that emissions from the transportation network for each applicable pollutant and precursor, including projects in any associated donut area that are in the Statewide TIP and regionally significant non-Federal projects, are consistent with the requirements of the “Action/Baseline”, “Action/1990” and/or “Action/2002” interim emissions tests as applicable.	Ch. 6; 37	
§93.119 (g)	Document the use of the appropriate analysis years in the regional emissions analysis for areas without applicable SIP budgets.	Ch. 1; 5-14	
§93.119 (h,i)	Document how the baseline and action scenarios are defined for each analysis year.	Ch. 3	
§93.122 (a)(1)	Document that all regionally significant federal and non-Federal projects in the nonattainment/maintenance area are explicitly modeled in the regional emissions analysis. For each project, identify by which analysis it will be open to traffic. Document that VMT for non-regionally significant Federal projects is accounted for in the regional emissions analysis	Ch. 2; 16-22; App B	
§93.122 (a)(2, 3)	Document that only emission reduction credits from TCMs on schedule have been included, or that partial credit has been taken for partially implemented TCMs. Document that the regional emissions analysis only includes emissions credit for projects, programs, or activities that require regulatory action if: the regulatory action has been adopted; the project, program, activity or a written commitment is included in the SIP; EPA has approved an opt-in to the program, EPA has promulgated the program, or the Clean Air Act requires the program (indicate applicable date). Discuss the implementation status of these programs and the associated emissions credit for each analysis year.	Ch. 2; 16-22	
§93.122	For nonregulatory measures that are not included in the STIP, include written	N/A	

40 CFR	Criteria	Page	Comments
(a)(4,5,6)	commitments from appropriate agencies. Document that assumptions for measures outside the transportation system (e.g. fuels measures) are the same for baseline and action scenarios. Document that factors such as ambient temperature are consistent with those used in the SIP unless modified through interagency consultation.		
§93.122 (b)(1)(i) ⁱⁱ	Document that a network-based travel model is in use that is validated against observed counts for a base year no more than 10 years before the date of the conformity determination. Document that the model results have been analyzed for reasonableness and compared to historical trends and explain any significant differences between past trends and forecasts (for per capita vehicle-trips, VMT, trip lengths mode shares, time of day, etc.).	Ch. 2; 16-22	
§93.122 (b)(1)(ii) ²	Document the land use, population, employment, and other network-based travel model assumptions.	Ch. 2; 16-22	
§93.122 (b)(1)(iii) ²	Document how land use development scenarios are consistent with future transportation system alternatives, and the reasonable distribution of employment and residences for each alternative.	Ch. 2; 16-22	
§93.122 (b)(1)(iv) ²	Document use of capacity sensitive assignment methodology and emissions estimates based on a methodology that differentiates between peak and off-peak volumes and speeds, and bases speeds on final assigned volumes.	Ch. 2; 16-22	
§93.122 (b)(1)(v) ²	Document the use of zone-to-zone travel impedances to distribute trips in reasonable agreement with the travel times estimated from final assigned traffic volumes. Where transit is a significant factor, document that zone-to-zone travel impedances used to distribute trips are used to model mode split.	Ch. 2; 16-22	
§93.122 (b)(1)(vi) ²	Document how travel models are reasonably sensitive to changes in time, cost, and other factors affecting travel choices.	Ch. 2; 16-22	
§93.122 (b)(2) ²	Document that reasonable methods were used to estimate traffic speeds and delays in a manner sensitive to the estimated volume of travel on each roadway segment represented in the travel model.	Ch. 2; 16-22	
§93.122 (b)(3) ²	Document the use of HPMS, or a locally developed count-based program or procedures that have been chosen through the consultation process, to reconcile and calibrate the network-based travel model estimates of VMT.	Ch. 2; 16-22	
§93.122 (d)	In areas not subject to §93.122(b), document the continued use of modeling techniques or the use of appropriate alternative techniques to estimate vehicle miles traveled	Ch. 2; 16-22	
§93.122 (e, f)	Document, in areas where a SIP identifies construction-related PM10 or PM 2.5 as significant pollutants, the inclusion of PM10 and/or PM 2.5 construction emissions in the conformity analysis.	Ch. 3; 24-28	
§93.122 (g)	If appropriate, document that the conformity determination relies on a previous regional emissions analysis and is consistent with that analysis.	N/A	
§93.126, §93.127, §93.128	Document all projects in the TIP/RTP that are exempt from conformity requirements or exempt from the regional emissions analysis. Indicate the reason for the exemption (Table 2, Table 3, traffic signal synchronization) and that the interagency consultation process found these projects to have no potentially adverse emissions impacts.	Ch. 2; 16-22; App B	

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

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

Disclaimers

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

Document #46711

APPENDIX B

TRANSPORTATION PROJECT LISTING

Exempt Project Listing

TIP/RTP Project ID	CTIPs Project ID (if available)	Description	Estimated Cost	Exemption Code (per CTIPS- next sheet)
n/a	205-0000-0098	Class I Bike Trail - Continuation of Rail-to-Trail path fromPlace Road extending east of Ward Road		3.02
n/a	205-0000-0025	Installation of traffic control signal lights to include permanent metal fixture poles, control cabined, traffic control loops, and construction of right hand turn lane		5.01
n/a	205-0000-0011	Installation (paint striping) of 130,000 feet of Class II Bike lanes along both sides of various streets in Los Banos.		3.02
n/a	205-000-0096	Purchase and installation of pedestrian/bicycle bridge on Monte Vista Drive near Los Banos High School		3.02
n/a	205-0000-0014	Signalization of Highway 165 and Bloss Ave. intersection. Widen to accommodate left turn lanes		5.01
n/a	205-0000-0031	Westside Transportation Center - Los Banos		5.06
n/a	205-000-0042	Promotion, Outreach and Program Development fo Commute Alternatives		4.01
n/a	205-0000-0039	RSTP Apportionment - 100% exchange for state dollars		1.1
n/a	205-0000-0111	Project Study Report (PE only) Highway 99 I/C between SR 165 & Bradbury Road		4.01
n/a	205-0000-0108	Purchase PM-10 Street Sweeper		2.02
n/a	205-0000-0018	Construct 3620 feet of Class I bike path. Construction of footbridge over Fahrens Creek and undercrossing at Yosemite Avenue		3.02
n/a	205-0000-0109	Atwater Federal Penitentiary Access - Rehab/Reconst Franklin Road from Santa Fe to Bellevue & Fox Road from Bellevue to Ladino; Close Fox Road at Santa Fe		1.10
n/a	205-0000-0105	CNG shop upgrade		2.08
n/a	205-0000-0107	Purchase Paratransit buses		2.10
n/a	205-0000-0130	Purchase CNG Buses (35 passenger)		2.10
n/a	205-0000-0113	UC Merced Demonstration transit shuttle		4.01
n/a	205-0000-0114	Fixed Route Tracking System		2.05
n/a	205-0000-0115	Electronic Farebox - Phase 2		2.05
n/a	205-0000-0116	Route 5X and Route 15 (Urban) Demonstration		4.01
n/a	205-0000-0117	Route 7X and Route 9X (Rural) Demonstration		4.01
n/a	205-0000-0034	Purchase Bus Shelters		2.07
n/a	205-0000-0118	Design and Construct a CNG Fueling facility at Merced County Transit site		2.11

Exempt Project Listing

n/a	205-0000-0022	Operations and Maintenance		4.01
n/a	205-0000-0122	Free transit for all during the three worst air quality months - Spare the Air		
n/a	205-0000-0123	Transit Marketing Plan		4.01
n/a	205-0000-0124	Bus parking lot expansion - 880 Thornton Road, Merced		2.11
n/a	205-0000-0125	Transit Modular office space for transit scheduling and storage		2.11
n/a	205-0000-0130	YARTS Public Outreach and Marketing		3.01
n/a	205-0000-0129	Construct two park and ride lots to allow visitors to park and use the YARTS service to access the nation park, mitigating congestion		2.11
n/a	205-0000-0110	FTA-5309(c) Allocation for capital cost of constructing YARTS service		2.1
n/a	205-0000-0112	FTA-5311(f) Grant award - YARTS service		2.1
n/a	205-0000-0120	Capital purchase of CNG/Hydrogen transit buses and facilities		2.1
n/a	205-0000-0035	SHOPP Emergency Repair Program		4.13
n/a	205-0000-0126	SHOPP Bridge Preservation Prog. Lump Sum		1.19
n/a	205-0000-0127	SHOPP Roadway Preservation Lump Sum		1.10
n/a	205-0000-0128	SHOPP Mobility Program Lump Sum		1.06
n/a	305-0000-0000	SHOPP Collision Reduction Program Lump Sum		1.06
n/a	205-0000-0037	Local Highway Bridge Program		1.19
n/a	205-000-0038	Local Hazard Safety Improvement Program (HSIP)		1.06
n/a	205-0000-0023	Minor Program Lump Sum		1.06
n/a	205-0000-0132	MediCab Mobile Ministries (5 vans, base station, radio)		2.02
n/a	105-0000-0080	Mission Ave. Interchange landscaping		4.09
n/a	105-0000-0079	Livingston Stage II Freeway landscaping		4.09
n/a	105-0000-0077	Delhi Corridor Tree Planting		4.09
n/a	105-0000-0017	Planning, Programming, & Monitoring		4.01
n/a	205-0000-0131	Caltrans Atwater Freeway Landscaping		4.09

Regionally Significant Project Listing

Jurisdiction / Agency	TIP/RTP Project ID	CTIPs Project ID (if available)	Type of Improvement	Description Facility Name / Route / Project limits	Estimated Cost	Conformity Analysis Year (project open to traffic)				
						2008	2010	2013	2020	2030
Caltrans	n/a	105-0000-0054	widen	SR 59-widen to 4 lanes - from 16th to Santa Fe Ave./Olive Ave.				2013		
Caltrans	n/a	105-0000-0053	widen	SR 140 - widen to 4 lanes - from Parsons Ave. to Bradley Overhead			2010			
Merced County	n/a	105-0000-0016	new	Campus Parkway, east of Merced - construct new 4 lane arterial or expressway - from SR 99 to Yosemite Ave.				2013		
Caltrans	n/a	105-0000-0024	new & widen	SR 99 - new interchange at Mission Ave. and upgrade to 6 lane freeway		2008				
Caltrans	n/a	105-0000-0025	new & widen	SR 99 - new interchange at Westside Blvd./Central Ave. and upgrade to 6 lane freeway		2008				
Caltrans	n/a	105-0000-0026	new & widen	SR 99 - new interchange at Sultana Rd. and upgrade to 6 lane freeway		2008				
MCAG	n/a	105-0000-0071	new	SR 59 - construct new 4 lane alignment (Castle Highway/Parkway) and new interchange on SR 99 - from SR 140 to Bellevue Rd.					2020	
Caltrans	n/a	105-0000-0036	new & widen	SR 99 - new interchange at Arboleda Rd./Le Grand Rd. and upgrade to 6 lane freeway				2013		
Caltrans	n/a	105-0000-0029	new	SR 152 - construct new alignment (Los Banos Bypass) - from Ramos Rd. to Santa Fe Grade					2020	

Federally-Funded Non-Regionally Significant Project Listing

Jurisdiction/Agency	TIP/RTP Project ID	CTIPs Project ID (if available)	Type of Improvement	Description Facility Name/F Project Limits	Estimated Cost	Conformity Analysis Year (project open to traffic)				
						2008	2010	2013	2020	2030

NONE

APPENDIX C

CONFORMITY ANALYSIS DOCUMENTATION

EMFAC Emissions (tons/day)

MERCED

Pollutant	Source	Description	Analysis Year				
			2008	2010	2013	2020	2030
Ozone	EMFAC 2002 (Summer Run)	ROG Total Exhaust (All Vehicles Total)	5.28	4.53	3.76	2.27	1.63
	ARB	Minus I/M Improvement Benefit	0.34	0.28	0.28	0.28	0.28
	ARB	State Measure Reductions	0.00	0.26	0.26	0.26	0.26
	Conformity Total			4.9	4.0	3.2	1.7
Ozone	EMFAC 2002 (Summer Run)	NOx Total Exhaust (All Vehicles Total)	12.07	10.27	8.15	4.31	2.61
	ARB	Minus I/M Improvement Benefit	0.63	0.54	0.54	0.54	0.54
	District	Local Measure Reductions	0.12	0.13	0.13	0.13	0.13
	ARB	State Measure Reductions	0.00	0.59	0.59	0.59	0.59
	Conformity Total			11.3	9.0	6.9	3.1
<hr/>							
PM-10	EMFAC 2002 (Annual Run)	PM-10 Total (All Vehicles Total) * includes tire & brake wear	0.48	0.48		0.52	0.66
	ARB	State Measures	0.000	0.006		0.006	0.006
	Conformity Total			0.480	0.474		0.514
PM-10	EMFAC 2002 (Annual Run)	NOx Total Exhaust (All Vehicles Total)	13.11	11.16		4.68	2.83
	ARB	Smog Check Reductions	0.60	0.50		0.50	0.50
	District	ISR & Inc.	0.10	0.11		0.11	0.11
	ARB	State Measures	0.00	0.70		0.70	0.70
	Conformity Total			12.41	9.85		3.37
<hr/>							
PM2.5	EMFAC 2002 (Annual Run)	PM2.5 Total Exhaust (All Vehicles Total) * includes tire & brake wear		0.33		0.34	0.42
	ARB	State Measures		0.01		0.01	0.01
	Conformity Total				0.3		0.3
PM2.5	EMFAC 2002 (Annual Run)	NOx Total Exhaust (All Vehicles Total)		11.16		4.68	2.83
	ARB	Smog Check Reductions		0.50		0.50	0.50
	District	ISR & Inc.		0.11		0.11	0.11
	ARB	State Measures		0.70		0.70	0.70
	Conformity Total				9.9		3.4

Paved Road Dust Emissions (tons/day)

MERCED 2008

	VMT Daily	VMT (million/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)	District Rule 8061/ISR Control Rates	Control- Adjusted Emissions
Enter Freeway VMT ==>	Freeway 2,577,025	941	269.859	260.382	0.713	0.056	0.673
Enter Arterial VMT ==>	Arterial 3,925,220	1,433	591.366	570.598	1.563	0.271	1.140
Enter Collector VMT ==>	Collector 1,170,364	427	176.325	170.132	0.466	0.352	0.302
	Urban 93,872	34	59.598	57.505	0.158	0.284	0.113
Enter Total of Urban and Rural Local VMT Here ==>	Rural 195,856	71	353.968	341.537	0.936	0.090	0.852
	289,728						
Totals	7,962,337	2,906	1451.115	1400.154	3.836		3.079

MERCED 2010

	VMT Daily	VMT (million/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)	District Rule 8061/ISR Control Rates	Control- Adjusted Emissions
Enter Freeway VMT ==>	Freeway 2,689,547	982	281.642	271.751	0.745	0.075	0.689
Enter Arterial VMT ==>	Arterial 4,268,159	1,558	643.033	620.450	1.700	0.282	1.221
Enter Collector VMT ==>	Collector 1,245,505	455	187.645	181.056	0.496	0.407	0.294
	Urban 96,802	35	61.458	59.300	0.162	0.324	0.110
Enter Total of Urban and Rural Local VMT Here ==>	Rural 201,970	74	365.017	352.198	0.965	0.090	0.878
	298,772						
Totals	8,501,983	3,103	1538.795	1484.754	4.068		3.191

MERCED 2020

	VMT Daily	VMT (million/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)	District Rule 8061/ISR Control Rates	Control- Adjusted Emissions
Enter Freeway VMT ==>	Freeway 3,435,527	1,254	359.759	347.124	0.951	0.075	0.880
Enter Arterial VMT ==>	Arterial 5,451,987	1,990	821.386	792.540	2.171	0.282	1.559
Enter Collector VMT ==>	Collector 1,590,962	581	239.691	231.274	0.634	0.407	0.376
	Urban 123,651	45	78.505	75.748	0.208	0.324	0.140
Enter Total of Urban and Rural Local VMT Here ==>	Rural 257,989	94	466.259	449.884	1.233	0.090	1.122
	381,640						
Totals	10,860,116	3,964	1965.599	1896.569	5.196		4.076

MERCED 2030

	VMT Daily	VMT (million/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)	District Rule 8061/ISR Control Rates	Control- Adjusted Emissions
Enter Freeway VMT ==>	Freeway 4,565,901	1,667	478.128	461.337	1.264	0.075	1.169
Enter Arterial VMT ==>	Arterial 7,245,826	2,645	1091.643	1053.305	2.886	0.282	2.072
Enter Collector VMT ==>	Collector 2,114,428	772	318.556	307.368	0.842	0.407	0.499
	Urban 164,335	60	104.334	100.670	0.276	0.324	0.186
Enter Total of Urban and Rural Local VMT Here ==>	Rural 342,873	125	619.668	597.906	1.638	0.090	1.491
	507,208						
Totals	14,433,363	5,268	2612.329	2520.586	6.906		5.418

DO NOT CHANGE ANY ITEMS BELOW THIS LINE

MERCED

HPMS Local Urban/Rural Percent From 1998 Assembly of Statistical Reports - Caltrans 32.4% Urban 67.6% Rural 100.0% Total

Road Type	Base EF (lb PM10/VMT)
Freeway	0.000573793
Arterial	0.000825524
Collector	0.000825524
Local	0.003478828
Rural	0.009902924

MERCED

	January	February	March	April	May	June	July	August	September	October	November	December	Total/Average
Rain Days	10.3	8.0	7.5	4.3	2.0	0.8	0	0	1.0	2.5	6.0	8.8	51.0
Total Days	31	28	31	30	31	30	31	31	30	31	30	31	365
Rain Reduction Factor	0.92	0.93	0.94	0.96	0.98	0.99	1.00	1.00	0.99	0.98	0.95	0.93	0.96

Unpaved Road Dust Emissions (tons/day)

MERCED 2008

	Miles	Vehicle Passes per Day	VMT (1000/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)	District Rule 8061/ISR Control Rates	Control-Adjusted Emissions
City/County	222.0	10	810.3	810.300	696.472	1.908	0.278	1.378

MERCED 2010

	Miles	Vehicle Passes per Day	VMT (1000/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)	District Rule 8061/ISR Control Rates	Control-Adjusted Emissions
City/County	222.0	10	810.3	810.300	696.472	1.908	0.333	1.273

MERCED 2020

	Miles	Vehicle Passes per Day	VMT (1000/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)	District Rule 8061/ISR Control Rates	Control-Adjusted Emissions
City/County	222.0	10	810.3	810.300	696.472	1.908	0.333	1.273

MERCED 2030

	Miles	Vehicle Passes per Day	VMT (1000/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)	District Rule 8061/ISR Control Rates	Control-Adjusted Emissions
City/County	222.0	10	810.3	810.300	696.472	1.908	0.333	1.273

DO NOT CHANGE ANY ITEMS BELOW THIS LINE

MERCED													
	January	February	March	April	May	June	July	August	September	October	November	December	Total/Average
Rain Days	10.3	8.0	7.5	4.3	2.0	0.8	0	0	1.0	2.5	6.0	8.8	51.0
Total Days	31	28	31	30	31	30	31	31	30	31	30	31	365
Rain Reduction Factor	0.67	0.71	0.76	0.86	0.94	0.98	1.00	1.00	0.97	0.92	0.80	0.72	0.86

Road Construction Dust

MERCED

Description	2008		2010		2020		2030	
	Year	Lane Miles						
Baseline	2002	2,528	2008	2622	2010	2663	2020	2706
Horizon	2008	2,622	2010	2,663	2020	2,706	2030	2,706
Difference	6	94.000	2	41.000	10	43.000	10	0.000
Lane Miles per Year		15.667		20.500		4.300		0.000
Acres Disturbed		60.768		79.515		16.679		0.000
Acre-Months		1,093.818		1,431.273		300.218		0.000
Emissions (tons/year)		120.320		157.440		33.024		0.000
Annual Average Day Emissions (tons)		0.330		0.431		0.090		0.000
District Rule 8021 Control Rates		0.290		0.290		0.290		0.290
Total Emissions (tons per day)		0.234		0.306		0.064		0.000

PM10 Emission Trading Worksheet**MERCED CONFORMITY ESTIMATES (tons/day)**

	2008		2010		2020		2030	
	PM10	NOx	PM10	NOx	PM10	NOx	PM10	NOx
Total On-Road Exhaust	0.480	12.410	0.474	9.850	0.514	3.370	0.654	1.520
Paved Road Dust	3.079		3.191		4.076		5.418	
Unpaved Road Dust	1.378		1.273		1.273		1.273	
Road Construction Dust	0.234		0.306		0.064		0.000	
Total	5.171	12.410	5.244	9.850	5.927	3.370	7.345	1.520

Difference (2010 Budget - 2020)

	PM10	NOx
2010	5.3	9.9
2020	5.9	3.4
Difference	-0.6	6.5
* 1.5 (Adjustment to NOx Budget)	0.9	

Difference (2010 Budget - 2030)

	PM10	NOx
2010	5.3	9.9
2030	7.3	1.5
Difference	-2.0	8.4
* 1.5 (Adjustment to NOx Budget)	3.0	

1:1.5 PM10 to NOx Trading

	PM10	NOx
2010 Budget	5.3	9.9

Adjusted 2010 Budget	5.9	9.0
2020 Conformity Total	5.9	3.4
Difference	0.0	5.6

Adjusted 2010 Budget	7.3	6.9
2030 Conformity Total	7.3	1.5
Difference	0.0	5.4

2007 Conformity Results Summary -- MERCED

Pollutant	Scenario	Emissions Total		DID YOU PASS?	
		VOC (tons/day)	NOx (tons/day)	VOC	NOx
Ozone	2008 Budget	5.0	11.4		
	2008	4.9	11.3	YES	YES
	2010 Budget	4.0	9.1		
	2010	4.0	9.0	YES	YES
	2013	3.2	6.9	YES	YES
	2020	1.7	3.1	YES	YES
	2030	1.1	1.4	YES	YES

Pollutant	Scenario	PM-10 (tons/day)	NOx (tons/day)	PM-10	NOx
PM-10	2008 Budget	5.2	12.5		
	2008	5.2	12.4	YES	YES
	2010 Budget	5.3	9.9		
	2010	5.2	9.9	YES	YES
	2010 Adjusted Budget	5.9	9.0		
	2020	5.9	3.4	YES	YES
	2010 Adjusted Budget	7.3	6.9		
	2030	7.3	1.5	YES	YES

Pollutant	Scenario	PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
PM2.5 24-Hour Standard	2002 Base Year	0.4	19.3		
	2010	0.3	9.9	YES	YES
	2020	0.3	3.4	YES	YES
	2030	0.4	1.5	YES	YES

Pollutant	Scenario	PM2.5 (tons/year)	Nox (tons/year)	PM2.5	NOx
PM2.5 Annual Standard	2002 Base Year	146	7045		
	2010	110	3614	YES	YES
	2020	110	1241	YES	YES
	2030	146	548	YES	YES

APPENDIX D

**PM2.5 CONFORMITY RESULTS SUMMARY FOR EACH MPO
IN THE SAN JOAQUIN VALLEY NONATTAINMENT AREA**

2007 PM2.5 Conformity Results Summary – Fresno

PM2.5 24-Hour Standard		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
	2002 Base Year	1.1	50.4		
	2010	0.9	26.8	YES	YES
	2020	0.9	10.8	YES	YES
	2030	1.0	5.9	YES	YES

PM2.5 Annual Standard		PM2.5 (tons/year)	Nox (tons/year)	PM2.5	NOx
	2002 Base Year	402	18396		
	2010	329	9782	YES	YES
	2020	329	3942	YES	YES
	2030	365	2154	YES	YES

2007 PM2.5 Conformity Results Summary – Kern

PM2.5 24-Hour Standard		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
	2002 Base Year	1.1	53.3		
	2010	0.9	28.2	YES	YES
	2020	0.9	12.1	YES	YES
	2030	1.1	7.7	YES	YES

PM2.5 Annual Standard		PM2.5 (tons/year)	Nox (tons/year)	PM2.5	NOx
	2002 Base Year	402	19455		
	2010	329	10293	YES	YES
	2020	329	4417	YES	YES
	2030	402	2811	YES	YES

2007 PM2.5 Conformity Results Summary – Kings

PM2.5 24-Hour Standard		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
	2002 Base Year	0.2	8.6		
2010	0.2	5.2	YES	YES	
2020	0.2	2.3	YES	YES	
2030	0.2	1.2	YES	YES	

PM2.5 Annual Standard		PM2.5 (tons/year)	Nox (tons/year)	PM2.5	NOx
	2002 Base Year	73	3139		
2010	73	1898	YES	YES	
2020	73	840	YES	YES	
2030	73	438	YES	YES	

2007 PM2.5 Conformity Results Summary – Madera

PM2.5 24-Hour Standard		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
	2002 Base Year	0.3	10.4		
2010	0.2	7.7	YES	YES	
2020	0.3	4.2	YES	YES	
2030	0.3	2.9	YES	YES	

PM2.5 Annual Standard		PM2.5 (tons/year)	Nox (tons/year)	PM2.5	NOx
	2002 Base Year	110	3796		
2010	73	2811	YES	YES	
2020	110	1533	YES	YES	
2030	110	1059	YES	YES	

2007 PM2.5 Conformity Results Summary – Merced

PM2.5 24-Hour Standard		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
	2002 Base Year	0.4	19.3		
2010	0.3	9.9	YES	YES	
2020	0.3	3.5	YES	YES	
2030	0.4	1.7	YES	YES	

PM2.5 Annual Standard		PM2.5 (tons/year)	Nox (tons/year)	PM2.5	NOx
	2002 Base Year	146	7045		
2010	110	3614	YES	YES	
2020	110	1278	YES	YES	
2030	146	621	YES	YES	

2007 PM2.5 Conformity Results Summary – San Joaquin

PM2.5 24-Hour Standard		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
	2002 Base Year	0.8	36.9		
2010	0.7	18.2	YES	YES	
2020	0.7	6.0	YES	YES	
2030	0.8	2.5	YES	YES	

PM2.5 Annual Standard		PM2.5 (tons/year)	Nox (tons/year)	PM2.5	NOx
	2002 Base Year	292	13469		
2010	256	6643	YES	YES	
2020	256	2190	YES	YES	
2030	292	913	YES	YES	

2007 PM2.5 Conformity Results Summary – Stanislaus

PM2.5 24-Hour Standard		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
	2002 Base Year	0.6	27.7		
	2010	0.5	13.2	YES	YES
	2020	0.4	5.0	YES	YES
	2030	0.5	2.9	YES	YES

PM2.5 Annual Standard		PM2.5 (tons/year)	Nox (tons/year)	PM2.5	NOx
	2002 Base Year	219	10111		
	2010	183	4818	YES	YES
	2020	146	1825	YES	YES
	2030	183	1059	YES	YES

2007 PM2.5 Conformity Results Summary – Tulare

PM2.5 24-Hour Standard		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
	2002 Base Year	0.6	30.0		
	2010	0.5	15.9	YES	YES
	2020	0.5	6.4	YES	YES
	2030	0.5	3.3	YES	YES

PM2.5 Annual Standard		PM2.5 (tons/year)	Nox (tons/year)	PM2.5	NOx
	2002 Base Year	219	10950		
	2010	183	5804	YES	YES
	2020	183	2336	YES	YES
	2030	183	1205	YES	YES

APPENDIX E

**TIMELY IMPLEMENTATION DOCUMENTATION FOR
TRANSPORTATION CONTROL MEASURES**

**Merced County Association of Governements (MCAG)
Timely Implementation Documentation**

RACM Commitment	Agency	Commitment			TIP	TIP Project ID	Project Description	Implementation Status (as of May 2006)	2007 Conformity update
		Description	Schedule	Funding					
ME 3.1	MCAG	TDM / Commute Alternative	FY 2002 - 2003	\$79,950 CMAQ	2002 FTIP	20500000042	Transportation Demand Management	Completed	Completed
ME 1.5	Transit	Expansion & enhancement of "The Bus"	FY 2006 - 2007	CMAQ					
					2002 FTIP	20500000094	Transit - New Westside routes	Completed	Completed
					2002 FTIP July 2004 amendment	20500000022	Operations and Maintenance - The Bus	Ongoing	Ongoing / On schedule
					2002 FTIP July 2004 amendment	20500000034	Purchase 10 bus shelters annually	Ongoing	Ongoing / On schedule
					2002 FTIP July 2004 amendment	20500000099	Increase frequency to 30-minutes on Merced City Routes 4 and 12	Completed	Completed
					2002 FTIP July 2004 amendment	20500000015	Atwater Bus Pullout	Completed Summer 2005	Completed
					2002 FTIP July 2004 amendment	20500000102	Route Match Tracking System with Automated Vehicle Locator capability	Contract awarded 6/20/05	Completed May 2006
					2002 FTIP July 2004 amendment	20500000103	Electronic Validating Farebox	Contract awarded 11/22/05	Completed June 2006
					2002 FTIP July 2004 amendment	20500000104	Transit Fare Subsidy Program	2005 and 2006 (Aug., Sept., & Oct.) Spare the Air programs competed.	2007 Spare the Air begins Aug. 2007
ADDITIONAL PROJECTS IDENTIFIED									
ME5.7	Merced	One-Way Streets		SHOPP	n/a	n/a	13th and 14th Streets between R St. and V St.	Completed	Completed
ME3.9	Transit	Employer-based transit		Local	n/a	n/a	Outreach program focusing on large employment or retail centers	Employer-based transit Program implemented in 05-06	Continues into 2006-07 FY

**Merced Association of Governments (MCAG)
2002 RACM Timely Implementation Documentation**

<u>RACM Commitment</u>	<u>Agency</u>	<u>Measure Title</u>	<u>Measure Description (not verbatim)</u>	<u>Implementation Status</u> (as of 5/06)	<u>2007 Conformity Update</u> (as of 1/07)
TCM3	MCAG	Rideshare Programs	Implement Rideshare Program through FY 2006-2007	Service provided via www.mercedrides.com. Work Program Element "TDM/Alternative Modes" (1550)	Service provided via www.mercedrides.com. Work Program Element "TDM/Alternative Modes" (1550)
ME5.3	Atwater	Reduce Traffic Congestion at Major Intersections	Improve intersections projected to experience congestion.	Intersections are evaluated using standard warrants. No improvement needs identified in 05-06.	Intersections are evaluated using standard warrants. No improvement needs identified in 06-07.
TCM1	Atwater	Traffic Flow Improvements	Evaluate traffic conditions and implement projects to provide free flowing traffic	Traffic conditions are determined by staff using traffic counts, traffic flow, and accident history. No need for traffic flow improvements identified in 05-06.	Traffic conditions are determined by staff using traffic counts, traffic flow, and accident history. No need for traffic flow improvements identified in 06-07.
ME5.3	Dos Palos	Reduce Traffic Congestion at Major Intersections	Improve intersections projected to experience congestion.	Intersections are evaluated using standard warrants. No improvement needs identified in 05-06.	Intersections are evaluated using standard warrants. No improvement needs identified in 06-07.
TCM1	Dos Palos	Traffic Flow Improvements	Evaluate traffic conditions and implement projects to provide free flowing traffic	Traffic conditions are determined by staff using traffic counts, traffic flow, and accident history. No need for traffic flow improvements identified in 05-06.	Traffic conditions are determined by staff using traffic counts, traffic flow, and accident history. No need for traffic flow improvements identified in 06-07.
ME5.3	Gustine	Reduce Traffic Congestion at Major Intersections	Improve intersections projected to experience congestion.	Intersections are evaluated using standard warrants. No improvement needs identified in 05-06.	Intersections are evaluated using standard warrants. No improvement needs identified in 06-07.
TCM1	Gustine	Traffic Flow Improvements	Evaluate traffic conditions and implement projects to provide free flowing traffic	Traffic conditions are determined by staff using traffic counts, traffic flow, and accident history. No need for traffic flow improvements identified in 05-06.	Traffic conditions are determined by staff using traffic counts, traffic flow, and accident history. No need for traffic flow improvements identified in 06-07.
ME5.3	Livingston	Reduce Traffic Congestion at Major Intersections	Improve intersections projected to experience congestion.	Intersections are evaluated using standard warrants. No improvement needs identified in 05-06.	Intersections are evaluated using standard warrants. No improvement needs identified in 06-07.
TCM1	Livingston	Traffic Flow Improvements	Evaluate traffic conditions and implement projects to provide free flowing traffic	Traffic conditions are determined by staff using traffic counts, traffic flow, and accident history. No need for traffic flow improvements identified in 05-06.	Traffic conditions are determined by staff using traffic counts, traffic flow, and accident history. No need for traffic flow improvements identified in 06-07.
ME5.3	Los Banos	Reduce Traffic Congestion at Major Intersections	Improve intersections projected to experience congestion.	Intersections are evaluated using standard warrants. No improvement needs identified in 05-06.	Intersections are evaluated using standard warrants. No improvement needs identified in 06-07.

TCM1	Los Banos	Traffic Flow Improvements	Evaluate traffic conditions and implement projects to provide free flowing traffic	Traffic conditions are determined by staff using traffic counts, traffic flow, and accident history. No need for traffic flow improvements identified in 05-06.	Traffic conditions are determined by staff using traffic counts, traffic flow, and accident history. No need for traffic flow improvements identified in 06-07.
ME5.3	Merced	Reduce Traffic Congestion at Major Intersections	Improve intersections projected to experience congestion.	Intersections are evaluated using standard warrants. No improvement needs identified in 05-06.	Intersections are evaluated using standard warrants. No improvement needs identified in 06-07.
ME5.7	Merced	One-Way Streets	Redesignate portions of some streets as one-way to improve traffic flow as appropriate	Project implemented (see Project TID Table)	No additional need for one-way streets identified at this time.
TCM1	Merced	Traffic Flow Improvements	Evaluate traffic conditions and implement projects to provide free flowing traffic	Traffic conditions are determined by staff using traffic counts, traffic flow, and accident history. No need for traffic flow improvements identified in 05-06.	Traffic conditions are determined by staff using traffic counts, traffic flow, and accident history. No need for traffic flow improvements identified in 06-07.
ME5.3	County of Merced	Reduce Traffic Congestion at Major Intersections	Improve intersections projected to experience congestion.	Intersections are evaluated using standard warrants. No improvement needs identified in 05-06.	Intersections are evaluated using standard warrants. No improvement needs identified in 06-07.
TCM1	County of Merced	Traffic Flow Improvements	Evaluate traffic conditions and implement projects to provide free flowing traffic	Traffic conditions are determined by staff using traffic counts, traffic flow, and accident history. No need for traffic flow improvements identified in 05-06.	Traffic conditions are determined by staff using traffic counts, traffic flow, and accident history. No need for traffic flow improvements identified in 06-07.
ME3.9	Transit JPA	Encourage merchants and employers to subsidize the cost of transit for employees	Outreach program focusing on large employment or retail centers	Project implemented (see Project TID Table)	Project implemented (see Project TID table)
ME5.9	Transit JPA	Bus Pullouts in Curbs for Passenger Loading	Bus stop pullouts are planned and installed as traffic congestion points are identified through FY 2006-2007	Potential congestion points are determined by transit service staff and traffic counts. No need for pullouts has been identified in 05-06.	Potential congestion points are determined by transit service staff and traffic counts. No need for pullouts has been identified in 06-07.

APPENDIX F

PUBLIC HEARING PROCESS DOCUMENTATION

**NOTICE OF PUBLIC HEARING ON THE
DRAFT 2007 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM,
FORMAL AMENDMENT # 2,
THE DRAFT 2007 REGIONAL TRANSPORTATION PLAN,
AND THE CORRESPONDING DRAFT AIR QUALITY CONFORMITY ANALYSIS**

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Proof of Publication

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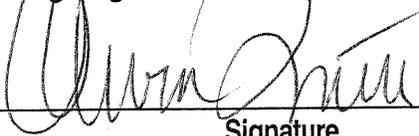
PUBLIC HEARING NOTICE

STATE OF CALIFORNIA)
)
County of Merced) ss.

I am a citizen of the United States and a resident of the County aforesaid; I am over the age of eighteen years, and not a party to or interested in the above entitled matter. I am the principal clerk of the printer of the Merced Sun-Star, a newspaper of general circulation, printed and published in the City of Merced, County of Merced, and which newspaper has been adjudged a newspaper of general circulation by the Superior Court of the County of Merced, State of California, under the date of July 14, 1964, Case Number 33224 that the notice, of which the annexed is a printed copy, has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to wit:

MARCH 6, 2007

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



Signature
03/16/2007

Date:

This space is for the County Clerk's Filing Stamp

NOTICE OF PUBLIC HEARING ON THE DRAFT 2007 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM, FORMAL AMENDMENT # 2, THE DRAFT 2007 REGIONAL TRANSPORTATION PLAN, AND THE CORRESPONDING DRAFT AIR QUALITY CONFORMITY ANALYSIS

NOTICE IS HEREBY GIVEN that the Merced County Association of Governments will hold a public hearing on April 19, 2007 at 3 pm in the Merced County Administration Building, 2222 M Street, Merced, CA regarding the Draft 2007 Federal Transportation Improvement Program (FTIP) Formal Amendment # 2; the Draft 2007 Regional Transportation Plan (RTP); and the Corresponding Draft Air Quality Conformity Analysis for the FTIP and RTP. The purpose of this combined public hearing is to receive public comments on these documents.

The FTIP is a near-term listing of capital improvements, and operational expenditures using federal and state monies for transportation projects in Merced County during the next four years.

The RTP is a long-term plan to meet Merced County's transportation needs out to the year 2030.

The Air Quality Conformity Analysis contains the documentation to support a finding that the 2007 FTIP, Formal Amendment #2 and the 2007 RTP meet the air quality conformity requirements for ozone and particulate matter.

A concurrent 45-day public review and comment period will commence on March 6, 2007 and conclude on April 19, 2007. The draft documents are available for review at the Merced County Association of Government's office, located at 369 W. 18th Street, Merced, CA, from 8 am to 5 pm as well as on the Merced County Association of Government's website (<http://mcag.cog.ca.us>).

Public comments are welcomed at the hearing, or may be submitted in writing no later than 5 pm on April 19, 2007 to Matt Fell at the address below.

After considering the comments, the documents will be considered for adoption, by resolution, by the Merced County Association of Governments Governing Board at a regularly scheduled meeting to be held on May 17, 2007. The documents will then be submitted to state and federal agencies for approval.

Contact Person:

Matt Fell, Senior Planner
Merced County Association
of Governments

369 W. 18th Street, Merced, CA 95340
(209) 723-3153

matt@mcag.cog.ca.us

Legal 07-263 MARCH 6, 2007

APPENDIX G

**RESPONSE TO PUBLIC COMMENTS
RECEIVED ON THE DRAFT CONFORMITY ANALYSIS
FOR THE 2007 FTIP AND RTP**

All 8 MPOs in the San Joaquin Valley nonattainment area had a 45-day public review period and conducted a public hearing on their own Draft 2007 RTP, TIP Amendment, EIR, and corresponding Conformity Analyses.

It is important to note that no other verbal or written comments were received from the public or inter-agency consultation partners, including: the California Department of Transportation, California Air Resources Board, U.S. Environmental Protection Agency, and Federal Transit Administration.

General Comments:

COMMENT FROM BOB O'LOUGHLIN, FHWA
(via e-mail, dated April 6, 2007)

Comment: The documentation and description of the conformity requirements is very well written and easy to read. The use of the Conformity Checklist is very helpful as well. The SJV COGs and Cari Anderson should be commended for the coordination and cooperation that went into the conformity analyses.

Response: Thank you.

Comment: Please check all of the boilerplate language to be sure that the TIP Amendment number is inserted where indicated.

Response: Each MPO has conducted a search for "amendment" and inserted the appropriate number where indicated.

Comment: Please indicate the units for the two tables, "On-Road Motor Vehicle PM-10 Emissions Budgets" and "On-Road Motor Vehicle PM 2.5 Emissions Budgets".

Response: Table 1-3 should reflect units of tons/day. Table 1-4 should reflect units of tons/day for the 24-Hour standard and tons/year for the Annual standard.

**Table 1-3
On-Road Motor Vehicle PM-10 Emissions Budgets**

County	2008		2010	
	PM-10 <u>(tons/day)</u>	NOx <u>(tons/day)</u>	PM-10 <u>(tons/day)</u>	NOx <u>(tons/day)</u>

**Table 1-4
On-Road Motor Vehicle PM2.5 Emissions Budgets**

County	2002 24-Hour		2002 Annual	
	PM2.5 <u>(tons/day)</u>	NOx <u>(tons/day)</u>	PM2.5 <u>(tons/year)</u>	NOx <u>(tons/year)</u>

Specific Comments:

COMMENT FROM BOB O’LOUGHLIN, FHWA
(via e-mail, dated April 6, 2007)

Comment: Please include a table of the exempt projects in the TIP Amendment and RTP.

Response: Appendix B has been updated to include the three tables of projects per the FHWA project template.

Comment: Table 6-1, page 40: Please check the numbers to the tables in Appendix C. In particular, the numbers for PM-10 and PM 2.5 NOx.

Response: There were approximately six entry errors in the Results Summary Table, which have been corrected for the Final version of the document. It is important to note that the corrections do not affect the positive conformity finding.

COMMENT FROM LAUREN DAWSON, SAN JOAQUIN VALLEY AIR POLLUTION CONTROL DISTRICT
(via letter, dated April 18, 2007)

Comment: 1. Page 1 – Last paragraph: “Currently, the San Joaquin Valley...is designated as **nonattainment areas...carbon monoxide (CO)**” The attainment status for the San Joaquin Valley would more accurately be referred to as having a maintenance designation for CO for urbanized/metropolitan areas in Kern, Fresno, Stanislaus and San Joaquin counties. Same comment-Page 9-- Third paragraph: “...currently designated as nonattainment for...carbon monoxide (CO)...”

Response: The following changes have been made to pages 1 and 9, respectively:

The conformity rule applies nationwide to “all nonattainment and maintenance areas for transportation-related criteria pollutants for which the area is designated nonattainment or has a maintenance plan” (40 CFR 93.102). Currently, the San Joaquin Valley ~~(or portions thereof)~~ is designated as nonattainment areas with respect to federal air quality standards for ~~three criteria pollutants, carbon monoxide (CO),~~ ozone, and particulate matter under ten and 2.5 microns in diameter (PM-10 and PM2.5); and has a maintenance plan for carbon monoxide (CO) for the urbanized/metropolitan areas of Kern, Fresno, Stanislaus and San Joaquin Counties. Therefore, transportation plans and programs for the nonattainment areas for the Merced County area must satisfy the requirements of the federal transportation conformity rule.

The San Joaquin Valley is currently designated as nonattainment for the National Ambient Air Quality Standards (NAAQS) for ~~carbon monoxide (CO),~~ 8-hour ozone, and particulate matter under ten and 2.5 microns in diameter (PM-10 and PM2.5); and maintenance for carbon monoxide (CO) for the urbanized/metropolitan areas of Kern, Fresno, Stanislaus and San Joaquin Counties.

Comment: 2. References to the San Joaquin Valley Unified Air Pollution Control District are made a number of times using a variety of names. For consistency, clarity and accuracy I suggest referring to the District as San Joaquin Valley Unified Air Pollution Control District (SJVUAPCD) in the first occurrence and use the acronym in subsequent references.

Response: The following change has been made to the Executive Summary, followed by use of the acronym throughout the remainder of the document.

On-going interagency consultation is conducted through the San Joaquin Valley Model Coordinating Committee 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 Unified Air Pollution Control District (SJVUAPCD) ~~Air Pollution Control District~~ are represented. The Federal Highway Administration, Federal Transit Administration, the Environmental Protection Agency, the California Air Resources Board and Caltrans are also represented on the committee. The final determination of conformity for the TIP and RTP is the responsibility of the Federal Highway Administration and the Federal Transit Administration.

Comment: 3. Table of Contents: Table List has Table 1-1 **On-Road Motor Vehicle CO Emissions Budgets**-Merced is not a CO area-suggest delete, and renumber Chapter 1 Tables.

Response: Text has been modified accordingly.

Comment: 4. Page 2—Under CONFORMITY TESTS: “The conformity tests specified in the ...and, (2) the **emissions reduction test**”- the correct term is **interim emissions tests**. Also later in the paragraph, “If there is no approved air quality plan...the **emission reduction test** applies” replace with **interim emissions test**. Also Page 38 – First paragraph: “The principal requirements of the federal...or **an emissions reduction test**” replace with **interim emissions**

test.

Response: It is acknowledged that the terminology was revised in the 2004 version of the rule; however, it is important to note that the test itself has remained since the first conformity rule issued in 1993. The following changes have been made to pages 2 and 38, respectively:

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

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 interim 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. The final determination of conformity for the TIP/RTP is the responsibility of the Federal Highway Administration and the Federal Transit Administration.

Comment: 5. Page 9-- I suggest the addition of the following underlined sections: “State Implementation Plans have been prepared to address carbon monoxide (*maintenance plan*) for the Bakersfield Metropolitan Area, the Fresno, Modesto, and Stockton Urbanized Areas, 1-hour Ozone, and PM10. *State Implementation Plans are being prepared for 8-hour Ozone (due to EPA 6/15/07) and PM2.5 (due to EPA 4/5/08).*”

Response: The text was modified to clarify CO maintenance status per previous comment. The following additional modification has been made as well:

The San Joaquin Valley is designated a serious nonattainment area for the new 8-hour ozone standard with an attainment deadline of 2013. It is important to note that the nonattainment area boundary is the same as the previous 1-hour ozone nonattainment boundary and includes eight counties/MPOs. EPA also designated the San Joaquin Valley as nonattainment for the new PM2.5 standards. State Implementation Plans ~~for the have not yet been developed to address the new~~ 8-hour ozone and PM2.5 standards are currently due to EPA June 15, 2007 and April 5, 2008, respectively.

Comment: 6. Page 9-- The term “designated” is used to define the attainment status, the term “classified” is used to describe the relative severity of the pollution. I suggest making the following changes for accuracy: “The San Joaquin Valley is designated **classified** (delete designated) a serious nonattainment area for the new 8 -hour ozone... delete NEW. Same

paragraph, “EPA also designated the San Joaquin Valley as nonattainment for the new PM2.5 standards.” Replace **NEW** with **1997** (there are also 2006 PM2.5 standards) *State Implementation Plans for 8-hour ozone and PM2.5 standards are being prepared. The 8-hour ozone plan is due to EPA June 15, 2007. The PM2.5 plan is due to EPA April 5, 2008.* Page 10 - Fourth paragraph: “The San Joaquin Valley is currently designated as an Extreme...” replace designated with **classified**.

Response: The following text modifications have been made to pages 9 and 10, respectively:

The San Joaquin Valley is ~~classified designated~~ a serious nonattainment area for the ~~new~~ 8-hour ozone standard with an attainment deadline of 2013. It is important to note that the nonattainment area boundary is the same as the previous 1-hour ozone nonattainment boundary and includes eight counties/MPOs. EPA also designated the San Joaquin Valley as nonattainment for the ~~new-1997~~ PM2.5 standards. State Implementation Plans ~~for have not yet been developed to address~~ the ~~new~~ 8-hour ozone and PM2.5 standards are currently due to EPA June 15, 2007 and April 5, 200, respectively.

The applicable scenario in the Conformity Rule for the San Joaquin Valley is Scenario 1: Areas where the 8-hour ozone area boundary is exactly the same as the 1-hour ozone boundary. The San Joaquin Valley (SJV) ~~was previously is currently classified designated~~ as an Extreme nonattainment area for the 1-hour ozone standard. The SJV has also been classified designated as a Serious nonattainment area for the 8-hour ozone standard. It is important to note that the nonattainment area boundary is the same for both standards and contains eight counties/MPOs.

Comment: 7. Page 12 – Table 1-3: Need to **add** the units i.e., **tons/day.** Also same page third paragraph, last sentence “approval the trading mechanism.” Need to add: “approval **of** the trading mechanism.” Page 14 –The Table 1-4 needs to have units added e.g., **tons/day and tons/year.**

Response: The first and last portion of this comment was already addressed per FHWA request. In addition, the requested edit has been made as follows:

The PM-10 SIP allows trading from the motor vehicle emissions budget for the PM-10 precursor NOx to the motor vehicle emissions budget for primary PM-10 using a 1.5 to 1 ratio. The trading mechanism allows the agencies responsible for demonstrating transportation conformity in the San Joaquin Valley to supplement the 2010 budget for PM-10 with a portion of the 2010 budget for NOx, and use these adjusted motor vehicle emissions budgets for PM-10 and NOx to demonstrate transportation conformity with the PM-10 SIP for analysis years after 2010. As noted above, EPA signed the final approval notice for the Amended PM-10 Plan on April 28, 2004, which includes approval of the trading mechanism.

Comment: 8. Page 15—“**Amendment XX**” Appears numerous places in Conformity Analysis- insert proper Amendment number. (See pages 8, 39 etc.)

Response: This comment was already addressed per FHWA request.

Comment: 9. Page 16 – Chapter 2 *Latest Planning Assumptions and Transportation Modeling* and Table 2-1 should reflect and be consistent with the *Transportation Model and Latest Planning Assumptions Summary* chart data transmitted 10/19/06 to the SJV Model Coordinating Committee.

Response: The text has been modified accordingly.

Comment: 10. Page 22-- Table 2-2 *Total Lane Miles* is not consistent with Road Construction Dust Table's *Lane Miles*.

Response: The Road Construction Dust sheet in Appendix C is correct. Table 2-2 has been updated accordingly. It is important to note that the correct results are contained in the PM10 Emissions Trading Worksheet and final Results Summaries.

Comment: 11. A list of projects exempt from conformity requirements or projects exempt from the regional emissions analysis needs to be included in Appendix B.

Response: This comment was already addressed per FHWA request.

Comment: The San Joaquin Valley Air Pollution Control District suggests that revisions need to be made regarding comments #10 and # 11 in the Final Conformity Analysis in order to meet the requirements of the Federal Transportation Conformity Rule.

Response: It is important to note that the Draft Air Quality Conformity Analysis is consistent with the final conformity rule requirements. The Final Conformity document addresses all public comments received, including correction of any errors and/or omissions in the draft documentation.

WHEREAS, MCAG has also developed a regional emissions analysis for, Ozone, and PM-10 for Merced County; and

WHEREAS, the documents have been widely circulated and reviewed by MCAG advisory committees representing the technical and management staffs of the member agencies; representatives of other governmental agencies, including State and Federal; representatives of special interest groups; representatives of the private business sector; and residents of Merced County; and

WHEREAS, an EIR was completed for the previous RTP (2004), and since that time there are no changed circumstances other than the passage of time and a reduction in the size of the project, there is no new information or substantial evidence of new information, there are no new impacts because the impacts have been reduced, and the alternative represented by the 2007 Regional Transportation Plan has fewer impacts than the no project alternative; and

WHEREAS, the MCAG Policy Board in compliance with the provisions of the California Environmental Quality Act (CEAQ) has reviewed the Merced County Regional Transportation Plan Expanded Initial Study prepared for the 2007 Regional Transportation Plan and has certified that although the proposed project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because all potential significant effects: (a) have been analyzed adequately in an earlier EIR (2004) pursuant to applicable standards; and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project; and

WHEREAS, a public hearing was conducted on April 19, 2007 to hear and consider comments on the 2007 RTP, 2007 FTIP Amendment No. 2, and associated Air Quality Conformity Analysis and the remainder of the MPOs in the PM2.5 nonattainment area have conducted public hearings as well; and

WHEREAS, the MCAG Policy Board has reviewed the Air Quality Conformity Analysis and made a finding that the 2007 Regional Transportation Plan and the 2007 Federal Transportation Improvement Program Amendment No. 2 are in conformance with the applicable transportation conformity rules for the applicable air quality standards.

NOW, THEREFORE, BE IT RESOLVED, that MCAG adopts the 2007 Merced County Regional Transportation Plan – Expanded Initial Study and its findings, 2007 RTP, 2007 FTIP Amendment No. 2, Air Quality Conformity Analysis, and the

THE FOREGOING RESOLUTION was passed and adopted by MCAG this 17th day of May, 2007.

AYES: Supervisors Crookham, Pedrozo, Kelsey, O'Banion, Mayors Jones, Samra, Fäul,

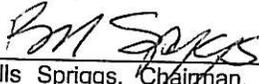
NOES: Burns, Councilmembers Oliveira, Spriggs
None

ABSTAIN:

ABSENT: Supervisor Nelson

ATTEST:

Signed:


Bills Spriggs, Chairman, Governing Board,
Merced
County Association of Governments

I hereby certify that the foregoing is a true copy of a resolution of the MCAG duly adopted at a regular meeting thereof held on the 17th day of May, 2007.

Signed:


Jesse Brown, Executive Director,
Merced County Association of Governments

ATTACHMENT 3

UPDATED FINANCIAL PLAN

- 1) Updated 2009 Interim TIP Financial Plan, including: Revenue projections, Programming of Funds, and Revenue/Programming Comparison (differential if any);
- 2) Provide lump sum listing – SHOPP Program.

State of California FSTIP Template

AMENDMENT 1- 2009 INTERIM Federal Transportation Improvement Program

Merced County Association of Governments (MCAG)

REVENUE SOURCES		4 YEARS (See FSTIP Cycle)				
		2008/09	2009/10	2010/11	2011/12	Total
LOCAL	Sales Tax	\$5,800,000	\$5,800,000	\$5,800,000	\$5,800,000	\$23,200,000
	-- City	\$0	\$0	\$0	\$0	\$0
	-- County	\$0	\$0	\$0	\$0	\$0
	-- Other (e.g., Transportation Development Act) - LTF	\$5,800,000	\$5,800,000	\$5,800,000	\$5,800,000	\$23,200,000
	Gas Tax	\$0	\$0	\$0	\$0	\$0
	-- Gas Tax (Subventions to Cities)	\$0	\$0	\$0	\$0	\$0
	-- Gas Tax (Subventions to Counties)	\$0	\$0	\$0	\$0	\$0
	Other Local Funds	\$9,220,264	\$12,561,342	\$5,276,623	\$5,276,623	\$32,334,852
	* -- City General Funds	\$3,200,000	\$5,580,000	\$0	\$0	\$8,780,000
	-- Street Taxes and Developer Fees	\$0	\$0	\$0	\$0	\$0
	* -- Other (registration fees (AB434) and private)	6,020,264	6,981,342	5,276,623	5,276,623	\$23,554,852
	Transit	\$0	\$0	\$0	\$0	\$0
	-- Transit Fares	\$0	\$0	\$0	\$0	\$0
-- Other Transit (e.g., parcel/property taxes, parking revenue, etc)	\$0	\$0	\$0	\$0	\$0	
Tolls (e.g., non-state owned bridges)	\$0	\$0	\$0	\$0	\$0	
Other (Please specify)	\$0	\$0	\$0	\$0	\$0	
Local Total	\$15,020,264	\$18,361,342	\$11,076,623	\$11,076,623	\$55,534,852	
REGIONAL ¹	Tolls	\$0	\$0	\$0	\$0	\$0
	-- Bridge	\$0	\$0	\$0	\$0	\$0
	-- Corridor	\$0	\$0	\$0	\$0	\$0
	Regional Transit Fares/Measures	\$0	\$0	\$0	\$0	\$0
	Regional Sales Tax	\$0	\$0	\$0	\$0	\$0
	Regional Bond Revenue	\$0	\$0	\$0	\$0	\$0
	Regional Gas Tax	\$0	\$0	\$0	\$0	\$0
	Vehicle Registration Fees (CARB Fees, SAFE) Prop 42	\$5,120,264	\$5,181,342	\$5,276,623	\$5,276,623	\$20,854,852
	Other (Regional Transportation Impact Fee - RTIF)	\$4,000,000	\$4,000,000	\$4,000,000	\$4,000,000	\$16,000,000
Regional Total	\$9,120,264	\$9,181,342	\$9,276,623	\$9,276,623	\$36,854,852	
STATE	State Highway Operations and Protection Program (SHOPP)	\$79,029,000	\$44,776,000	\$55,960,000	\$0	\$179,765,000
	SHOPP (Including Augmentation)	\$79,029,000	\$44,761,000	\$55,960,000	\$0	\$179,750,000
	SHOPP Prior	\$0	\$0	\$0	\$0	\$0
	State Transportation Improvement Program (STIP)	\$18,534,000	\$139,640,000	\$103,639,000	\$3,000,000	\$264,813,000
	* STIP (Including Augmentation)	\$18,534,000	\$139,640,000	\$103,639,000	\$3,000,000	\$264,813,000
	STIP Prior	\$0	\$0	\$0	\$0	\$0
	* Proposition 1 B (HRCSA)	\$0	\$9,000,000	\$0	\$0	\$9,000,000
	GARVEE Bonds	\$0	\$0	\$0	\$0	\$0
	Traffic Congestion Relief Program	\$1,642,000	\$0	\$5,200,000	\$0	\$6,842,000
	State Transit Assistance (STA) <small>(e.g., population/revenue based, Prop 42)</small>	\$2,593,000	\$2,593,000	\$2,593,000	\$2,593,000	\$10,372,000
Other (Please specify)	\$0	\$0	\$0	\$0	\$0	
State Total	\$101,798,000	\$196,009,000	\$167,392,000	\$5,593,000	\$470,792,000	
FEDERAL TRANSIT	Bus and Bus Related Grants (5309c)	\$1,527,000	\$565,000	\$0	\$0	\$2,092,000
	Clean Fuel Formula Program (5308)	\$0	\$0	\$0	\$0	\$0
	Elderly & Persons with Disabilities Formula Program (5310)	\$0	\$0	\$0	\$0	\$0
	Fixed Guideway Modernization (5309a)	\$0	\$0	\$0	\$0	\$0
	Intercity Bus (5311f)	\$0	\$0	\$0	\$0	\$0
	Job Access and Reverse Commute Program (5316)	\$0	\$0	\$0	\$0	\$0
	Metropolitan Planning (5303)	\$0	\$0	\$0	\$0	\$0
	New and Small Starts (Capital Investment Grants) (5309b)	\$0	\$0	\$0	\$0	\$0
	New Freedom (SAFETEA-LU)	\$0	\$0	\$0	\$0	\$0
	Nonurbanized Area Formula Program (531f)	\$393,000	\$393,000	\$393,000	\$393,000	\$1,572,000
	Public Transportation on Indian Reservation (5311c)	\$0	\$0	\$0	\$0	\$0
	Transit in the Parks (5320)	\$0	\$0	\$0	\$0	\$0
	Urbanized Area Formula Program (5307)	\$2,558,000	\$2,485,000	\$2,200,000	\$2,200,000	\$9,443,000
	Other (Please specify)	\$0	\$0	\$0	\$0	\$0
Federal Transit Total	\$4,478,000	\$3,443,000	\$2,593,000	\$2,593,000	\$13,107,000	

Revenue Projections – page 2

FEDERAL HIGHWAY	Federal Highway Non-Discretionary					
	* Congestion Mitigation and Air Quality (CMAQ)	\$2,485,000	\$2,530,000	\$2,576,000	\$2,622,000	\$10,213,000
	Surface Transportation Program (Regional) - RSTP EXCHANGE	\$2,363,000	\$2,405,000	\$2,449,000	\$2,493,000	\$9,710,000
	Highway Bridge Program (HBP)	\$0	\$200,000	\$3,428,000	\$0	\$3,628,000
	Highway Safety Improvement Program (HSIP)	\$0	\$0	\$0	\$0	\$0
	Railway (Section 130)	\$0	\$0	\$0	\$0	\$0
	Safe Routes to School (SRTS) (SAFETEA-LU) - FEDERAL	\$445,000	\$0	\$0	\$0	\$445,000
	Safe Routes to School (SR2S) - STATE	\$0	\$0	\$0	\$0	\$0
	Transportation Improvements (TI)	\$342,000	\$0	\$0	\$0	\$342,000
	Federal Lands Highway	\$0	\$0	\$0	\$0	\$0
	Other (Please specify)- Highway Bridge Local Seismic	\$0	\$0	\$174,000	\$0	\$174,000
	Subtotal	\$5,635,000	\$5,135,000	\$8,627,000	\$5,115,000	\$24,512,000
	Federal Highway Discretionary Programs					
	Bridge Discretionary Program	\$0	\$0	\$0	\$0	\$0
Corridor Infrastructure Improvement Program (SAFETEA-LU Sec. 1302)	\$0	\$0	\$0	\$0	\$0	
Coordinated Border Infrastructure (SAFETEA-LU Sec.1303)	\$0	\$0	\$0	\$0	\$0	
Ferry Boat Discretionary	\$0	\$0	\$0	\$0	\$0	
High Priority Projects (HPP)	\$137,400	\$0	\$0	\$0	\$137,400	
High Risk Rural Road (HRRR)	\$0	\$0	\$0	\$0	\$0	
National Scenic Byways Program	\$0	\$0	\$0	\$0	\$0	
Projects of National/Regional Significance (SAFETEA-LU Sec. 1301)	\$0	\$0	\$0	\$0	\$0	
Public Lands Highway Discretionary	\$0	\$0	\$0	\$0	\$0	
Recreational Trails	\$0	\$0	\$0	\$0	\$0	
Transportation and Community and System Preservation Program	\$0	\$0	\$0	\$0	\$0	
Other (Please Specify)	\$0	\$0	\$0	\$0	\$0	
Subtotal	\$137,400	\$0	\$0	\$0	\$137,400	
Federal Highway Total	\$5,772,400	\$5,135,000	\$8,627,000	\$5,115,000	\$24,649,400	
FEDERAL TOTAL²	\$10,250,400	\$8,578,000	\$11,220,000	\$7,708,000	\$37,756,400	
INNOVATIVE FINANCE³	TIFIA (Transportation Infrastructure Finance and Innovation Act)	\$0	\$0	\$0	\$0	\$0
	State Infrastructure Bank	\$0	\$0	\$0	\$0	\$0
	Section 129 Loans	\$0	\$0	\$0	\$0	\$0
	Rail Rehab & Improvement Financing	\$0	\$0	\$0	\$0	\$0
	Private Activity Bonds	\$0	\$0	\$0	\$0	\$0
	Private Concession Fees	\$0	\$0	\$0	\$0	\$0
	Private Donations	\$0	\$0	\$0	\$0	\$0
	Program Income (from a federal project)	\$0	\$0	\$0	\$0	\$0
	Other (Please specify)	\$0	\$0	\$0	\$0	\$0
Innovative Financing Total	\$0	\$0	\$0	\$0	\$0	
REVENUE TOTAL	\$136,188,928	\$232,129,684	\$198,965,246	\$33,654,246	\$600,938,104	

²Amendment No. 1

NOTES:

¹**Regional:** Some MPOs may not have regional fund sources. In these cases, data would be shown as "zero" or not applicable.

²**Federal Total:** Is the sum of federal highway and federal transit programs.

³**Innovative Finance:** Toll revenues have been included under local and regional while GARVEE bond revenues are included under state.

⁴**Proposition 1B:** Subtotal is a sum of funding for various programs funded under proposition 1B except for STIP Augmentation and SHOPP Augmentation

State of California FSTIP Template

AMENDMENT 1 - 2009 INTERIM Federal Transportation Improvement Program

Merced County Association of Governments (MCAG)

PROGRAMMED		4 YEARS (See FSTIP Cycle)				
		2008/09	2009/10	2010/11	2011/12	Total
LOCAL	Local Total	\$15,020,264	\$18,361,342	\$11,076,623	\$11,076,623	\$55,534,852
	REGIONAL¹					
REGIONAL ¹	<i>Tolls</i>	\$0	\$0	\$0	\$0	\$0
	-- Bridge	\$0	\$0	\$0	\$0	\$0
	-- Corridor	\$0	\$0	\$0	\$0	\$0
	<i>Regional Transit Fares/Measures</i>	\$0	\$0	\$0	\$0	\$0
	<i>Regional Sales Tax</i>	\$0	\$0	\$0	\$0	\$0
	<i>Regional Bond Revenue</i>	\$0	\$0	\$0	\$0	\$0
	<i>Regional Gas Tax</i>	\$0	\$0	\$0	\$0	\$0
	<i>Vehicle Registration Fees (CARB Fees, SAFE) Prop 42</i>	\$5,120,264	\$5,181,342	\$5,276,623	\$5,276,623	\$20,854,852
	<i>Other (Regional Transportation Impact Fee -RTIF)</i>	\$4,000,000	\$4,000,000	\$4,000,000	\$4,000,000	\$16,000,000
Regional Total	\$9,120,264	\$9,181,342	\$9,276,623	\$9,276,623	\$36,854,852	
STATE	<i>State Highway Operations and Protection Program (SHOPP)</i>	\$79,029,000	\$44,761,000	\$55,960,000	\$0	\$179,750,000
	SHOPP (Including Augmentation)	\$79,029,000	\$44,761,000	\$55,960,000	\$0	\$179,750,000
	SHOPP Prior	\$0	\$0	\$0	\$0	\$0
	<i>State Transportation Improvement Program (STIP)</i>	\$18,534,000	\$139,640,000	\$103,639,000	\$3,000,000	\$264,813,000
	* STIP (Including Augmentation)	\$18,534,000	\$139,640,000	\$103,639,000	\$3,000,000	\$264,813,000
	STIP Prior	\$0	\$0	\$0	\$0	\$0
	<i>Proposition 1 B (HRCSA)</i>	\$0	\$9,000,000	\$0	\$0	\$9,000,000
	<i>GARVEE Bonds</i>	\$0	\$0	\$0	\$0	\$0
	<i>Traffic Congestion Relief Program</i>	\$1,642,000	\$0	\$5,200,000	\$0	\$6,842,000
	<i>State Transit Assistance (STA)</i> <small>(e.g., population/revenue based, Prop 42)</small>	\$2,593,000	\$2,593,000	\$2,593,000	\$2,593,000	\$10,372,000
	<i>Other (Please specify)</i>	\$0	\$0	\$0	\$0	\$0
	State Total	\$101,798,000	\$195,994,000	\$167,392,000	\$5,593,000	\$470,777,000
FEDERAL TRANSIT	<i>Bus and Bus Related Grants (5309c)</i>	\$1,527,000	\$565,000	\$0	\$0	\$2,092,000
	<i>Clean Fuel Formula Program (5308)</i>	\$0	\$0	\$0	\$0	\$0
	<i>Elderly & Persons with Disabilities Formula Program (5310)</i>	\$0	\$0	\$0	\$0	\$0
	<i>Fixed Guideway Modernization (5309a)</i>	\$0	\$0	\$0	\$0	\$0
	<i>Intercity Bus (5311f)</i>	\$0	\$0	\$0	\$0	\$0
	<i>Job Access and Reverse Commute Program (5316)</i>	\$0	\$0	\$0	\$0	\$0
	<i>Metropolitan Planning (5303)</i>	\$0	\$0	\$0	\$0	\$0
	<i>New and Small Starts (Capital Investment Grants) (5309b)</i>	\$0	\$0	\$0	\$0	\$0
	<i>New Freedom (SAFETEA-LU)</i>	\$0	\$0	\$0	\$0	\$0
	<i>Nonurbanized Area Formula Program (5311)</i>	\$393,000	\$393,000	\$393,000	\$393,000	\$1,572,000
	<i>Public Transportation on Indian Reservation (5311c)</i>	\$0	\$0	\$0	\$0	\$0
	<i>Transit in the Parks (5320)</i>	\$0	\$0	\$0	\$0	\$0
	<i>Urbanized Area Formula Program (5307)</i>	\$2,558,000	\$2,485,000	\$2,200,000	\$2,200,000	\$9,443,000
<i>Other (Please specify)</i>	\$0	\$0	\$0	\$0	\$0	
Federal Transit Total	\$4,478,000	\$3,443,000	\$2,593,000	\$2,593,000	\$13,107,000	

Programmed Revenue – page 2

FEDERAL HIGHWAY	Federal Highway Non-Discretionary					
	* Congestion Mitigation and Air Quality (CMAQ)	\$2,485,000	\$2,530,000	\$2,576,000	\$2,622,000	\$10,213,000
	Surface Transportation Program (Regional Exchange)	\$2,363,000	\$2,405,000	\$2,449,000	\$2,493,000	\$9,710,000
	Highway Bridge Program (HBP)	\$0	\$200,000	\$3,428,000	\$0	\$3,628,000
	Highway Safety Improvement Program (HSIP)	\$0	\$0	\$0	\$0	\$0
	Railway (Section 130)	\$0	\$0	\$0	\$0	\$0
	Safe Routes to School (SRTS) (SAFETEA-LU)	\$445,000	\$0	\$0	\$0	\$445,000
	Safe Routes to School (SR2S)	\$0	\$0	\$0	\$0	\$0
	Transportation Improvements (TI)	\$342,000	\$0	\$0	\$0	\$342,000
	Federal Lands Highway	\$0	\$0	\$0	\$0	\$0
	Other (Please specify) - Highway Bridge Local Seismic	\$0	\$0	\$174,000	\$0	\$174,000
	Subtotal	\$5,635,000	\$5,135,000	\$8,627,000	\$5,115,000	\$24,512,000
	Federal Highway Discretionary Programs					
	Bridge Discretionary Program	\$0	\$0	\$0	\$0	\$0
	Corridor Infrastructure Improvement Program (SAFETEA-LU Sec. 1302)	\$0	\$0	\$0	\$0	\$0
	Coordinated Border Infrastructure (SAFETEA-LU Sec.1303)	\$0	\$0	\$0	\$0	\$0
	Ferry Boat Discretionary	\$0	\$0	\$0	\$0	\$0
	High Priority Projects (HPP)	\$137,400	\$0	\$0	\$0	\$137,400
	High Risk Rural Road (HRRR)	\$0	\$0	\$0	\$0	\$0
	National Scenic Byways Program	\$0	\$0	\$0	\$0	\$0
	Projects of National/Regional Significance (SAFETEA-LU Sec. 1301)	\$0	\$0	\$0	\$0	\$0
Public Lands Highway Discretionary	\$0	\$0	\$0	\$0	\$0	
Recreational Trails	\$0	\$0	\$0	\$0	\$0	
Transportation and Community and System Preservation Program	\$0	\$0	\$0	\$0	\$0	
Other (Please specify)	\$0	\$0	\$0	\$0	\$0	
Subtotal	\$137,400	\$0	\$0	\$0	\$137,400	
Federal Highway Total	\$5,772,400	\$5,135,000	\$8,627,000	\$5,115,000	\$24,649,400	
FEDERAL TOTAL²	\$10,250,400	\$8,578,000	\$11,220,000	\$7,708,000	\$37,756,400	
INNOVATIVE FINANCE³	TIFIA (Transportation Infrastructure Finance and Innovation Act)	\$0	\$0	\$0	\$0	\$0
	State Infrastructure Bank	\$0	\$0	\$0	\$0	\$0
	Section 129 Loans	\$0	\$0	\$0	\$0	\$0
	Rail Rehab & Improvement Financing	\$0	\$0	\$0	\$0	\$0
	Private Activity Bonds	\$0	\$0	\$0	\$0	\$0
	Private Concession Fees	\$0	\$0	\$0	\$0	\$0
	Private Donations	\$0	\$0	\$0	\$0	\$0
	Program Income (from a federal project)	\$0	\$0	\$0	\$0	\$0
	Other (Please specify)	\$0	\$0	\$0	\$0	\$0
Innovative Financing Total	\$0	\$0	\$0	\$0	\$0	
PROGRAMMED TOTAL	\$136,188,928	\$232,114,684	\$198,965,246	\$33,654,246	\$600,923,104	

¹ Amendment No. 1

NOTES:

¹**Regional:** Not all MPOs may have regional fund sources. In these cases, data would be shown as "zero" or not applicable.

²**Federal Total:** Is the sum of federal highway and federal transit programs.

³**Innovative Finance:** Toll revenues have been included under local and regional while GARVEE bond revenues are included under state.

⁴**Proposition 1B:** Subtotal is a sum of funding for various programs funded under proposition 1B except for STIP Augmentation and SHOPP Augmentation

State of California FSTIP Template

AMENDMENT 1 - 2009 INTERIM Federal Transportation Improvement Program

Merced County Association of Governments (MCAG)

REVENUE Vs. PROGRAMMED		4 YEARS (See FSTIP Cycle)				
		2008/09	2009/10	2010/11	2011/12	Total
LOCAL	Local Total	\$0	\$0	\$0	\$0	\$0
	Tolls	\$0	\$0	\$0	\$0	\$0
REGIONAL ¹	-- Bridge	\$0	\$0	\$0	\$0	\$0
	-- Corridor	\$0	\$0	\$0	\$0	\$0
	<i>Regional Transit Fare/Measures</i>	\$0	\$0	\$0	\$0	\$0
	<i>Regional Sales Tax</i>	\$0	\$0	\$0	\$0	\$0
	<i>Regional Bond Revenue</i>	\$0	\$0	\$0	\$0	\$0
	<i>Regional Gas Tax</i>	\$0	\$0	\$0	\$0	\$0
	<i>Vehicle Registration Fees (CARB Fees, SAFE)</i>	\$0	\$0	\$0	\$0	\$0
	<i>Other (Please specify)</i>	\$0	\$0	\$0	\$0	\$0
	Regional Total	\$0	\$0	\$0	\$0	\$0
	STATE	<i>State Highway Operations and Protection Program (SHOPP)</i>	\$0	\$0	\$0	\$0
SHOPP (Including Augmentation)		\$0	\$0	\$0	\$0	\$0
SHOPP Prior		\$0	\$0	\$0	\$0	\$0
<i>State Transportation Improvement Program (STIP)</i>		\$0	\$0	\$0	\$0	\$0
* STIP (Including Augmentation)		\$0	\$0	\$0	\$0	\$0
STIP Prior		\$0	\$0	\$0	\$0	\$0
<i>*Proposition 1 B (HRCSA)</i>		\$0	\$0	\$0	\$0	\$0
<i>GARVEE Bonds</i>		\$0	\$0	\$0	\$0	\$0
<i>Traffic Congestion Relief Program</i>		\$0	\$0	\$0	\$0	\$0
<i>State Transit Assistance (STA)</i> <small>(e.g., population/revenue based, Prop 42)</small>		\$0	\$0	\$0	\$0	\$0
<i>Other (Please specify)</i>		\$0	\$0	\$0	\$0	\$0
State Total		\$0	\$0	\$0	\$0	\$0
FEDERAL TRANSIT	<i>Bus and Bus Related Grants (5309c)</i>	\$0	\$0	\$0	\$0	\$0
	<i>Clean Fuel Formula Program (5308)</i>	\$0	\$0	\$0	\$0	\$0
	<i>Elderly & Persons with Disabilities Formula Program (5310)</i>	\$0	\$0	\$0	\$0	\$0
	<i>Fixed Guideway Modernization (5309a)</i>	\$0	\$0	\$0	\$0	\$0
	<i>Intercity Bus (5311f)</i>	\$0	\$0	\$0	\$0	\$0
	<i>Job Access and Reverse Commute Program (5316)</i>	\$0	\$0	\$0	\$0	\$0
	<i>Metropolitan Planning (5303)</i>	\$0	\$0	\$0	\$0	\$0
	<i>New and Small Starts (Capital Investment Grants) (5309b)</i>	\$0	\$0	\$0	\$0	\$0
	<i>New Freedom (SAFETEA-LU)</i>	\$0	\$0	\$0	\$0	\$0
	<i>Nonurbanized Area Formula Program (5311)</i>	\$0	\$0	\$0	\$0	\$0
	<i>Public Transportation on Indian Reservation (5311c)</i>	\$0	\$0	\$0	\$0	\$0
	<i>Transit in the Parks (5320)</i>	\$0	\$0	\$0	\$0	\$0
	<i>Urbanized Area Formula Program (5307)</i>	\$0	\$0	\$0	\$0	\$0
	<i>Other (Please specify)</i>	\$0	\$0	\$0	\$0	\$0
Federal Transit Total	\$0	\$0	\$0	\$0	\$0	

Revenue vs. Programmed - page 2

FEDERAL HIGHWAY	Federal Highway Non-Discretionary					
	* Congestion Mitigation and Air Quality (CMAQ)	\$0	\$0	\$0	\$0	\$0
	Surface Transportation Program (Regional)	\$0	\$0	\$0	\$0	\$0
	Highway Bridge Program (HBP)	\$0	\$0	\$0	\$0	\$0
	Highway Safety Improvement Program (HSIP)	\$0	\$0	\$0	\$0	\$0
	Railway (Section 130)	\$0	\$0	\$0	\$0	\$0
	Safe Routes to School (SRTS) (SAFETEA-LU)	\$0	\$0	\$0	\$0	\$0
	Safe Routes to School (SR2S)	\$0	\$0	\$0	\$0	\$0
	Transportation Improvements (TI)	\$0	\$0	\$0	\$0	\$0
	Federal Lands Highway	\$0	\$0	\$0	\$0	\$0
	Other (Please specify)	\$0	\$0	\$0	\$0	\$0
	Subtotal	\$0	\$0	\$0	\$0	\$0
	Federal Highway Discretionary Programs					
	Bridge Discretionary Program	\$0	\$0	\$0	\$0	\$0
	Corridor Infrastructure Improvement Program (SAFETEA-LU Sec. 1302)	\$0	\$0	\$0	\$0	\$0
	Coordinated Border Infrastructure (SAFETEA-LU Sec.1303)	\$0	\$0	\$0	\$0	\$0
	Ferry Boat Discretionary	\$0	\$0	\$0	\$0	\$0
	High Priority Projects (HPP)	\$0	\$0	\$0	\$0	\$0
	High Risk Rural Road (HRRR)	\$0	\$0	\$0	\$0	\$0
	National Scenic Byways Program	\$0	\$0	\$0	\$0	\$0
	Projects of National/Regional Significance (SAFETEA-LU Sec. 1301)	\$0	\$0	\$0	\$0	\$0
	Public Lands Highway Discretionary	\$0	\$0	\$0	\$0	\$0
	Recreational Trails	\$0	\$0	\$0	\$0	\$0
	Transportation and Community and System Preservation Program	\$0	\$0	\$0	\$0	\$0
Other (Please specify)	\$0	\$0	\$0	\$0	\$0	
Subtotal	\$0	\$0	\$0	\$0	\$0	
Federal Highway Total	\$0	\$0	\$0	\$0	\$0	
FEDERAL TOTAL²	\$0	\$0	\$0	\$0	\$0	
INNOVATIVE FINANCE³	TIFIA (Transportation Infrastructure Finance and Innovation Act)	\$0	\$0	\$0	\$0	\$0
	State Infrastructure Bank	\$0	\$0	\$0	\$0	\$0
	Section 129 Loans	\$0	\$0	\$0	\$0	\$0
	Rail Rehab & Improvement Financing	\$0	\$0	\$0	\$0	\$0
	Private Activity Bonds	\$0	\$0	\$0	\$0	\$0
	Private Concession Fees	\$0	\$0	\$0	\$0	\$0
	Private Donations	\$0	\$0	\$0	\$0	\$0
	Program Income (from a federal project)	\$0	\$0	\$0	\$0	\$0
	Other (Please specify)	\$0	\$0	\$0	\$0	\$0
	Innovative Financing Total	\$0	\$0	\$0	\$0	\$0

¹ Amendment No. 1

NOTES:

¹**Regional:** Not all MPOs may have regional fund sources. In these cases, data would be shown as "zero" or not applicable.

²**Federal Total:** Is the sum of federal highway and federal transit programs.

³**Innovative Finance:** Toll revenues have been included under local and regional while GARVEE bond revenues are included under state.

⁴**Proposition 1B:** Subtotal is a sum of funding for various programs funded under proposition 1B except for STIP Augmentation and SHOPP Augmentation

2008 SHOPP After July 2008 CTC

Excludes Federal ER Funds

(\$1,000)

Dist	County	Route	Post Miles	Location/Description	EA	PPNO	Prog Code	FY	RW	Sup RW	RW Total	Con	Sup Con	Con Total	Sup PA & ED	Sup PSE	PSE/PAED Total
Bridge Preservation (CTIPS ID 205-0000-0126)																	
10	Merced	99	15.8/17.3	In Merced County, from north of V Street to Black Rascal Bridge #39-0131R/L). Replace bridges.	0K020	5423	201.110	2008/09	\$ 395,000	\$ 468,000	\$ 863,000	\$ 44,274,000	\$ 2,430,000	\$ 46,704,000	\$ 1,261,000	\$ 2,425,000	\$ 3,686,000
10	Merced	140	36.5/37.6	In Merced, from Baker Drive to Santa Fe Avenue at Bradley overhead #39-44. Replace bridge.	3A660	5643	201.112	2008/09	\$3,038,000	\$ 643,000	\$ 3,681,000	\$ 17,696,000	\$ 1,961,000	\$ 19,657,000	\$ 1,639,000	\$ 1,142,000	\$ 2,781,000
								FY08/09 TOTAL			\$ 4,544,000			\$ 66,361,000			\$ 6,467,000
10	Merced	99	13.9/14.4	In the city of Merced, at Merced overhead and 15th Street undercrossing. Replace overhead and widen undercrossing.	4B100	5415	201.110	2010/11	\$ 286,000	\$ 249,000	\$ 535,000	\$ 40,066,000	\$ 4,252,000	\$ 44,318,000	\$ 173,000	\$ 3,171,000	\$ 3,344,000
								FY10/11 TOTAL			\$ 535,000			\$ 44,318,000			\$ 3,344,000
Collision Reduction (CTIPS ID 305-0000-0000)				ADDED NEW PROJECT June 08													
10	Merced	140	14.1/22.7	In the City of Merced, at Childs Avenue. Install traffic signals and left turn channelization	0N900	0143	201.010	2008/09	\$ 5,000	\$ 40,000	\$ 45,000	\$ 924,000	\$ 200,000	\$ 1,124,000	\$ 199,000	\$ 289,000	\$ 488,000
								FY 08/09 TOTAL			\$ 45,000			\$ 1,124,000			\$ 488,000
				ADDED NEW PROJECT May 08													
10	Merced		21.6/34.8	In Los Banos at Miller Lane. Install traffic signals and lighting	0H700	0088	201.010	2009/10	\$ 113,000	\$ 231,000	\$ 344,000	\$ 798,000	\$ 224,000	\$ 1,022,000	\$ 445,000	\$ 358,000	\$ 803,000
								FY09/10 TOTAL			\$ 344,000			\$ 1,022,000			\$ 803,000
Roadway Preservation (CTIPS ID 205-0000-0127)																	
10	Merced	165	11.7/26.9	Near Los Banos, from Henry Miller Road to Route 140. Rehabilitate roadway.	27980	5858	201.120	2009/10	\$ 417,000	\$ 286,000	\$ 703,000	\$ 19,774,000	\$ 1,816,000	\$ 21,590,000	\$ 1,929,000	\$ 1,551,000	\$ 3,480,000
10	Merced	165	26.9/30.0	Near Stevinson, from Route 140 to Westside Boulevard. Rehabilitate roadway.	3B150	5917	201.120	2009/10	\$3,683,000	\$ 1,851,000	\$ 5,534,000	\$ 4,064,000	\$ 886,000	\$ 4,950,000	\$ 793,000	\$ 1,113,000	\$ 1,906,000
								FY09/10 TOTAL			\$ 6,237,000			\$ 26,540,000			\$ 5,386,000
Mobility (CTIPS ID 205-0000-0128)																	
10	Merced	99	Various	In Merced and Stanislaus Counties, at various locations. Install CMS, CCTV, RWIS and TMS.	3A340	5356	201.315	2010/11	\$ 214,000	\$ 121,000	\$ 335,000	\$ 5,123,000	\$ 1,177,000	\$ 6,300,000	\$ 466,000	\$ 662,000	\$ 1,128,000
								FY10/11 TOTAL			\$ 335,000			\$ 6,300,000			\$ 1,128,000
10	Merced	99	Various	In Merced County, at all ramp areas; also on Routes, 5, 59, 140 and 152. Construct Traffic Monitoring Stations.	0E720	7610	201.315	2009/10	\$ 27,000	\$ 42,000	\$ 69,000	\$ 3,093,000	\$ 611,000	\$ 3,704,000	\$ 2,000	\$ 654,000	\$ 656,000
								FY09/10 TOTAL			\$ 69,000			\$ 3,704,000			\$ 656,000

ATTACHMENT 4

DRAFT PUBLIC NOTICE AND ADOPTION RESOLUTION

**NOTICE OF PUBLIC HEARING ON THE
DRAFT AMENDMENT #1 TO THE 2009 INTERIM FEDERAL TRANSPORTATION
IMPROVEMENT PROGRAM AND FEDERALLY APPROVED 2007 AIR QUALITY
CONFORMITY ANALYSIS**

NOTICE IS HEREBY GIVEN that the Merced County Association of Governments will hold a public hearing on September 18, 2008 @ 3:00 PM at the City of Los Banos, City Hall, 520 J Street Los Banos, CA 93635 regarding the Draft Amendment #1 to the 2009 Interim Federal Transportation Improvement Program (Interim FTIP) and Federally Approved 2007 Air Quality Conformity Analysis. The purpose of the hearing is to receive public comments.

- The 2009 Interim FTIP is a listing of capital improvement and operational expenditures utilizing federal and state monies for transportation projects in Merced County during the next four years that are eligible to proceed without a conformity determination. The Draft Amendment #1 to the 2009 Interim FTIP contains: 1) Adds regionally significant projects that are included in the 2007 RTP, where the design concept and scope and year open to traffic is unchanged; 2) Adds a new exempt Prop 1B Rail project; and 3) Modifies the exempt 2008 SHOPP program- Adds two new Collision Reduction projects and corrects the Bridge Preservation programming figures by phase and fiscal year. These projects are eligible to rely on a previous emissions analysis.
- The Federally Approved 2007 Air Quality Conformity Analysis contains the documentation to support a finding that the Draft Amendment #1 meets the air quality conformity requirements for ozone and particulate matter.

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

A concurrent 30-day public review and comment period will commence on September 2, 2008 and conclude October 2, 2008. The draft documents are available for review at the Merced County Association of Governments office, located at 369 W. 18th Street, Merced, CA and on our website at www.mcagov.org.

Public comments are welcomed at the hearing, or may be submitted in writing by 5 PM on October 2, 2008 to Terri Lewis at the address below.

After considering the comments, the documents will be considered for adoption, by resolution, by the Merced County Association of Governments Governing Board at a regularly scheduled meeting to be held on October 18, 2008 at 3 PM. The documents will then be submitted to state and federal agencies for approval.

Contact Person: Terri Lewis, Associate Planner
369 W. 18th Street, Merced, CA 95340
(209) 723-3153
www.terri.lewis@mcagov.org

**BEFORE THE
MERCED COUNTY ASSOCIATION OF GOVERNMENTS
RESOLUTION NO. 2008/10-18-01**

In the Matter of:
**Amendment 1 to the 2009 Interim Federal
Transportation Improvement Program**

**RESOLUTION ADOPTING THE
Merced County Association
Governments Amendment #1 to the
2009 Interim Federal Transportation
Improvement Program**

WHEREAS, the Merced County Association of Governments is a Regional Transportation Planning Agency and a Metropolitan Planning Organization, pursuant to State and Federal designation; and

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

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

WHEREAS, Amendment #1 to the 2009 Interim Federal Transportation Improvement Program (Interim FTIP) has been prepared to comply with Federal and State requirements for local projects and through a cooperative process between the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the State Department of Transportation (Caltrans), principal elected officials of general purpose local governments and their staffs, and public owner operators of mass transportation services acting through the Merced County Association of Governments forum and general public involvement; and

WHEREAS, Amendment #1 to the Interim FTIP program listing is consistent with: 1) the 2007 Regional Transportation Plan; and 2) the 2008 State Transportation Improvement Program; and

WHEREAS, Amendment #1 to the 2009 Interim FTIP contains the MPO's certification of the transportation planning process assuring that all federal requirements have been fulfilled; and

WHEREAS, Amendment #1 to the 2009 Interim FTIP meets all applicable transportation planning requirements per 23 CFR Part 450; and

WHEREAS, projects submitted in Amendment #1 to the 2009 Interim FTIP must be financially constrained and the financial plan affirms that funding is available; and

WHEREAS, Amendment #1 to the 2009 Interim FTIP has been developed consistent with 40 CFR Parts 51 and 93 to: 1) Adds regionally significant projects that are included in the 2007 RTP, where the design concept and scope and year open to traffic is unchanged; 2) Adds a new exempt Prop 1B Rail project; and 3) Modifies the exempt 2008 SHOPP program- Adds two new Collision Reduction projects and corrects the Bridge Preservation programming figures by phase and fiscal year; and

WHEREAS, Amendment #1 to the 2009 Interim FTIP meets the transportation conformity provisions of 40 CFR 93.122(g). and

WHEREAS, Amendment #1 to the 2009 Interim FTIP relies on the federally approved 2007 Air Quality Conformity Determination; and

WHEREAS, Amendment #1 to the 2009 Interim FTIP does not interfere with the timely implementation of the Transportation Control Measures; and

WHEREAS, Amendment #1 to the 2009 Interim FTIP conforms to the applicable SIPs; and

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

WHEREAS, a public hearing was conducted on September 18, 2008 to hear and consider comments on Amendment #1 to the 2009 Interim FTIP; and

NOW, THEREFORE, BE IT RESOLVED, that Merced County Association of Governments adopts Amendment #1 to the 2009 Interim FTIP.

BE IT FURTHER RESOLVED, that the Merced County Association of Governments finds that the 2007 Regional Transportation Plan and Amendment #1 to the 2009 Interim FTIP are in conformity with the requirements of the Federal Clean Air Act Amendments and applicable State Implementation Plan for air quality.

THE FOREGOING RESOLUTION was passed and adopted by Merced County Association of Governments this 16th day of October, 2008.

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST:

Signed: _____
Chairman of Directors

I hereby certify that the foregoing is a true copy of a resolution of the Merced County Association of Governments duly adopted at a regular meeting thereof held on the 16th day of October, 2008.

Signed:

Executive Director

ATTACHMENT 1

PROJECT LIST

ATTACHMENT C
Summary of Changes

Amendment Type: 5
Amendment # 3
Attachment 1

Existing or New Project	MPO FTIP/RTP ID	PROJECT TITLE	FFY of Current Programming	FFY to be Programmed	Phase	Fund Source	% Cost Increase/Decrease	DESCRIPTION OF CHANGE
New	20500000142	State Safe Routes to Schools (SR2S) Program Lump Sum	FY08/09	FY08/09	Con	SR2S (State)	New projects - AQ exempt	Adding 2 new projects in FY08/09 (\$1,203,000) - Cycle 7 grant award: Merced City Schools \$779,490; 2) Merced County \$303,030.
New	20500000135	Federal Safe Routes to Schools (SRTS) Program Lump Sum	FFY08/09	FFY08/09	Con	SRTS (federal) 100% program, no match required	Existing project - AQ exempt	Already programmed - City of Atwater \$445,000
			FFY10/11	FFY10/11	Con		New Project - AQ exempt	Adding Cycle 2 grant award - City of Livingston \$871,000
			FFY11/12	FFY11/12	Con		New Project - AQ exempt	Adding Cycle 2 grant award - City of Los Banos \$262,350
New	20500000139	Hilmar Bike / Ped Bridge	FY08/09	FY08/09	PE	State BTA; Local	New project - AQ exempt	Adding State BTA 08/09 grant award - \$45,000; Local \$5,000
			FY08/09	FY08/09	Con	State BTA; Local		Adding State BTA - \$155,000; Local \$18,000
New	20500000138	City of Merced - G Street Railroad Undercrossing	FY08/09	FY08/09	PE	Local	New project - AQ exempt	Adding \$1,200,000 Local City funds
			FY08/09	FFY08/09	RW	Local		Adding \$2,000,000 Local City funds
			FY09/10	FY09/10	Const	Prop 1B - HRSCA; Local; Private		Adding: \$9,000,000 HRSCA, \$5,850,000 Local City \$1,800,000 - 10% railroad match required.
New	20500000136	YARTS - FTA-5320 Paul S. Sarbanes Transit in Parks Program (formerly the Alternative in Public Parks and Public Lands program (ATPPL)) award for "lease YARTS vehicles".	FFY08/09	FFY09/10	Con	FTA-5320 FY2008 appropriation	New project	Adding Additional funding awarded in FY2008 - Federal Register announcement of October 10, 2008 (FR/Vol. 73, No. 198, page 60402); \$273,000, 49% increase
New	20500000140	YARTS- State Planning & Research (Transit Technical Planning Assistance) grant award for YARTS Short Range Transit Plan	FY08/09	FY08/09	Con	Caltrans SP&R	New project	Adding new grant award of \$93,000

ATTACHMENT C
Summary of Changes

Existing or New Project	MPO FTIP/RTP ID	PROJECT TITLE	FFY of Current Programming	FFY to be Programmed	Phase	Fund Source	% Cost Increase/ Decrease	DESCRIPTION OF CHANGE
Existing	10500000053	Bradley Overhead Bridge Replacement Near Merced on SR140 east of the city at the Bradley Overhead. Widen structure to 4-lane with median for left turn channelization	FFY 2008/09	FFY 2008/09	Con	STIP - RIP	Existing project - Including project in FTIP with new AQ analysis	Added \$17,894,000 RIP funds in FY08/09
Existing	10500000036	SR99 Widening & Plainsburg Interchange - Near Merced on Route 99 from north of the Madera County Line to Buchanan Hollow Road. Convert to 6-lane freeway and construct interchange at Plainsburg Road (TCRP Project No. 105)	FFY 2010/11	FFY 2010/11	Con	STIP/IIP/ Bond-SR99/ TCRP	Existing project - including project in FTIP with new AQ analysis	Adding Prop 1B - SR99 program \$103,000,000, 100% increase
Existing	10500000037	SR99 Widening & Abroleda Interchange - Near Merced on Route 99 from Buchanan Hollow Road to Miles Creek Overflow. Convert to 6-lane freeway and construct interchange at Arboleda Road (TCRP Project No. 104)	FY08/09	FY08/09	RW	STIP/IIP/ Bond-SR99/ TCRP	Existing project - including project in FTIP with new AQ analysis	Moved \$24,900,000 IIP from prior year into FY08/09. Moved \$600,000 of TCRP into FY08/09 from prior. No net change
			FY2009/10	FY2009/10	Con			Adding Prop 1B - SR99 program \$164,500,000, 100% increase.
Existing	10500000072	Atwater/Merced Expressway (aka Castle Highway) Near Merced on SR 59 from SR 140 to the intersection of SR59 and Bellevue road. Construct 4-lane expressway	FY08/09	FY08/09	PE	RTIF- regional	Existing project - including project in FTIP with new AQ analysis	Project in the PE (PAED) AQ exempt phase at this time.
Existing	10500000029	Los Banos Bypass - Construct New 4-lane expressway on 6-lane right of way in segments: Segment 1 - Construct new 4-lane expressway on 6-lane right of way from Hwy 165 to Santa Fe Grade; Segment 2 - Construct new 4-lane expressway on 6-lane right of way from west of Los Banos to Hwy 165; Segment 3 - Construct Interchanges and full freeway	FY08/09	FY08/09	PE	RIP IIP Local City RTIF regional	Existing project - including segmented project in FTIP with new AQ analysis . Change is consistent with RTP amendment 1	Adding \$2,025,000 of RIP and \$2,025.00 of IIP funds in FY08/09. Consistent with PCR of October 08. Moved funding from 07/08 to 08/08, net zero dollar change
			FY08/09	FY08/09	RW	Local City RTIF regional		Adding \$9,600,000 Los Banos City funds and \$2,300,000 of RTIF regional funding, 100% increase.

ATTACHMENT C
Summary of Changes

Existing or New Project	MPO FTIP/RTP ID	PROJECT TITLE	FFY of Current Programming	FFY to be Programmed	Phase	Fund Source	% Cost Increase/ Decrease	DESCRIPTION OF CHANGE
Existing	20500000133	SR99 Widening Livingston-Delhi 4-lanes on 6-lane right of way South of Hammat Road to Stanislaus County Line			PE RW Con	RIP IIP	Existing project - including project in FTIP with new AQ analysis	No funding changes
Existing	10500000054	Widening Existing Highway 59 to 4-lanes	FY11/12	FY11/12	PE	RIP	Existing project - including project in FTIP with new AQ analysis	\$3,000,000 already programmed in this exempt phase
			FY11/12	FY11/12	RW	RIP		Adding \$9,800,000 in FY11/12, 100% increase
Existing	20500000037	Caltrans HBP Program Lump Sum	FY08/09-11/12	FY08/09-11/12	Con	Highway Bridge County LSSRP	Existing program - AQ exempt	Modifying programming to reflect 12/27/07 Caltrans listing, decrease programming by \$948,000 or 16%
Existing	30500000000	Caltrans SHOPP Collision Reduction Lump Sum	FY08/09-11/12	FY08/09-11/12	Con	SHOPP	Existing program - AQ exempt	Modifying programming to reflect Caltrans listing October 08, adding \$3,826,000 or 20% change.
Existing	20500000127	Caltrans SHOPP Roadway Preservation Lump Sum	FY08/09-11/12	FY08/09-11/12	Con	SHOPP	Existing program - AQ exempt	Modifying programming to reflect Caltrans listing October 08, decrease programming by \$2,653,000 or 3.7% change.
Existing	20500000128	Caltrans SHOPP Mobility Lump Sum	FY08/09-11/12	FY08/09-11/12	Con	SHOPP	Existing program - AQ exempt	Modifying programming to reflect Caltrans listing October 08, increase programming by \$1,129,000 or 10% change.
Existing	20500000126	Caltrans SHOPP Bridge Preservation Lump Sum	FY08/09-11/12	FY08/09-11/12	Con	SHOPP	Existing program - AQ exempt	Modifying programming to reflect Caltrans listing October 08, increase programming by \$37,185,000 or 42% change.

ATTACHMENT C
Summary of Changes

Existing or New Project	MPO FTIP/RTP ID	PROJECT TITLE	FFY of Current Programming	FFY to be Programmed	Phase	Fund Source	% Cost Increase/ Decrease	DESCRIPTION OF CHANGE
Existing	1050000016	Campus Parkway	FY08/09	FY08/09	RW	SAFETEA-LU HPP	Existing project - including project in FTIP with new AQ analysis	Increased available apportionment of HPP 1780 from \$274,000 to \$286,000; HPP 3806 increased from \$1,386,000 to \$1,426,000 minor change.
			FY08/09-FY10/11	FY10/11	Con	TCRP		Moved \$5,174,000 of TCRP funds out to FY10/11, no net change
Existing	2050000111	PE (PSR and PAED) on SR165 & SR99	FY08/09	FY08/09	PE	HPP TI	Existing project - PE phase AQ exempt	Modifying name to coincide with technical Congressional fix. No funding changes.
Existing	2050000030	Merced County Transit - Bus Purchase CNG	FY09/10	FY09/10	Con	CMAQ	Existing project - AQ exempt	Decrease FY09/10 programming from \$2,529,000 to \$2,454,000 or an \$75,000 reduction, % decrease = 2.9%
Existing	N/A	CMAQ apportionment	FY11/12	FY11/12	Con	CMAQ	Existing project - AQ exempt	Decreased FY11/12 CMAQ apportionment to \$2,622,000 from the incorrect amount of \$2,633,000, 0.4% change.

**Merced County Association of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Local Highway System**

DIST: 10	COUNTY: Merced County	TITLE (DESCRIPTION):	MPO Aprv: / /
ROUTE: VAR	PM:	Caltrans State SR2S Route to Schools Lu (Caltrans State SR2S Route to Schools Lump Sum.	State Aprv: / /
PPNO:	KP:	Non capacity increasing projects consistent with 40CFR part 93.126-128, exempt tables 2 & 3.)	Federal Aprv: / /
EA:	MPO ID: SR2S		
CTIPS ID: 205-0000-0142			
IMPLEMENTING AGENCY: Various Agencies	PRJ MGR:	EPA TABLE II or III EXEMPT CATEGORY: Bicycle and pedestrian facilities.	
	PHONE:		

PROJECT VERSION HISTORY (Printed Version is Shaded) (Dollars in whole)

Version	Status	Official Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE				
1	Active	11/05/2008	TLEWIS	Amendment - New Project	3	1,324,000						
				<u>PRIOR</u>	<u>08/09</u>	<u>09/10</u>	<u>10/11</u>	<u>11/12</u>	<u>12/13</u>	<u>13/14</u>	<u>BEYOND</u>	<u>TOTAL</u>
• Othr. State -												
• Fund Source 1 of 2				PE								
• Fund Type: Safe Routes to School (SR2S)				RW								
• Funding Agency: Various Agencies				CON	1,203,000							1,203,000
				TOTAL	1,203,000							1,203,000
• Loc Funds -				<u>PRIOR</u>	<u>08/09</u>	<u>09/10</u>	<u>10/11</u>	<u>11/12</u>	<u>12/13</u>	<u>13/14</u>	<u>BEYOND</u>	<u>TOTAL</u>
• Fund Source 2 of 2				PE								
• Fund Type: County Funds				RW								
• Funding Agency: Various Agencies				CON	121,000							121,000
				TOTAL	121,000							121,000
Project Total				<u>PRIOR</u>	<u>08/09</u>	<u>09/10</u>	<u>10/11</u>	<u>11/12</u>	<u>12/13</u>	<u>13/14</u>	<u>BEYOND</u>	<u>TOTAL</u>
				PE								
				RW								
				CON	1,324,000							1,324,000
				TOTAL	1,324,000							1,324,000

Comments:

Caltrans published State SR2S Cycle 7 grant awards. Two projects in Merced County: 1) Merced City Schools (\$779,490)*needs local match of \$86,610; and 2) Merced County (\$303,030) needs local match of \$33,670.*****

Version 1 - 11/04/2008 *****

**Merced County Association of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Local Highway System**

DIST: 10	COUNTY: Merced County	TITLE (DESCRIPTION): Caltrans - Lump Sum for Federal Safe Rou (Caltrans - Lump Sum for Federal Safe Routes to Schools (SRTS), Non capacity increasing projects consistent with 40CFR part 93.126-128, exempt tables 2 & 3.)	MPO Aprv: / /
ROUTE: VAR	PM:		State Aprv: / /
PPNO: 0000	KP:		Federal Aprv: / /
EA: 0000	MPO ID: ATWATER01		
CTIPS ID: 205-0000-0135			
IMPLEMENTING AGENCY: Atwater, City of		PRJ MGR: MO KHATAMI	EPA TABLE II or III EXEMPT CATEGORY: Safety Improvement Program.
		PHONE: (209) 357-6303	

PROJECT VERSION HISTORY *(Printed Version is Shaded)* *(Dollars in whole)*

Version	Status	Official Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE				
2	Active	11/04/2008	TLEWIS	Amendment - New Project	3	1,579,000						
1	Official	12/10/2007	TLEWIS	Amendment - New Project	6	425,000		20,000				
• Other Fed -				<u>PRIOR</u>	<u>08/09</u>	<u>09/10</u>	<u>10/11</u>	<u>11/12</u>	<u>12/13</u>	<u>13/14</u>	<u>BEYOND</u>	<u>TOTAL</u>
• Fund Source 1 of 1				PE								
• Fund Type: Safe Routs to School (SRTS) Program				RW								
• Funding Agency: Atwater, City of				CON	445,000	871,000	263,000				1,579,000	
				TOTAL	445,000	871,000	263,000				1,579,000	

Comments:
November 2, 2008 - New federal SRTS grant awards announced City of Livingston (FY10/11-\$871,000) and City of Los Banos federal SRTS (FY11/12- \$262,350). 100% funded, no match required
***** Version 2 - 04/22/2008 *****
City of Atwater has received approval to move these SRTS funds to FY08/09 per the Caltrans statewide coordinator. Atwater is going to pay for the PE with their own funds, so the entire \$445,000 will be for construction.
***** Version 1 - 09/13/2007 ***** Per June 7, 2007 Caltrans Federal statewide SRTS award listing, The City of Atwater awarded \$445,000 of SRTS funds in FY06/07. No match required. Statewide coordinator has approved programming these funds in FY07/08.

**Merced County Association of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Local Highway System**

DIST: 10	COUNTY: Merced County	TITLE (DESCRIPTION): Hilmar Bicycle/Ped Bridge (Construction of a bicycle/pedestrian bridge spanning Turlock Irrigation District Lateral Canal no. 7 at Maria Ave in Hilmar.)	MPO Aprv: / / State Aprv: / / Federal Aprv: / /
ROUTE:	PM:		
PPNO:	KP:		
EA:	MPO ID: MER CO		
CTIPS ID: 205-0000-0139			
IMPLEMENTING AGENCY: Merced County	PRJ MGR: RICHARD SCHWARZ		EPA TABLE II or III EXEMPT CATEGORY: Bicycle and pedestrian facilities.
	PHONE: (385) -7602		

PROJECT VERSION HISTORY *(Printed Version is Shaded)* *(Dollars in whole)*

Version	Status	Official Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE				
1	Active	10/23/2008	TLEWIS	Amendment - New Project	3	173,000		50,000				
				<u>PRIOR</u>	<u>08/09</u>	<u>09/10</u>	<u>10/11</u>	<u>11/12</u>	<u>12/13</u>	<u>13/14</u>	<u>BEYOND</u>	<u>TOTAL</u>
• Othr. State -												
• Fund Source 1 of 2				PE	45,000							45,000
• Fund Type: STP Enhancement				RW								
• Funding Agency: Caltrans				CON	155,000							155,000
				TOTAL	200,000							200,000
• Loc Funds -				<u>PRIOR</u>	<u>08/09</u>	<u>09/10</u>	<u>10/11</u>	<u>11/12</u>	<u>12/13</u>	<u>13/14</u>	<u>BEYOND</u>	<u>TOTAL</u>
• Fund Source 2 of 2				PE	5,000							5,000
• Fund Type: Agency				RW								
• Funding Agency: Merced County				CON	18,000							18,000
				TOTAL	23,000							23,000
Project Total				<u>PRIOR</u>	<u>08/09</u>	<u>09/10</u>	<u>10/11</u>	<u>11/12</u>	<u>12/13</u>	<u>13/14</u>	<u>BEYOND</u>	<u>TOTAL</u>
				PE	50,000							50,000
				RW								
				CON	173,000							173,000
				TOTAL	223,000							223,000

Comments:
 ***** Version 1 - 10/23/2008 *****
 Caltrans BTA grant award FY08/09

**Merced County Association of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Local Highway System**

DIST: 10	COUNTY: Merced County	TITLE (DESCRIPTION): G Street Railroad Undercrossing (G Street Railroad Undercrossing)	MPO Aprv: / /
ROUTE: LOC	PM:		State Aprv: / /
PPNO:	KP:		Federal Aprv: / /
EA:	MPO ID: MER		
CTIPS ID: 205-0000-0138			
IMPLEMENTING AGENCY: Merced, City of	PRJ MGR:	EPA TABLE II or III EXEMPT CATEGORY: Railroad/highway crossing.	
	PHONE:		

PROJECT VERSION HISTORY *(Printed Version is Shaded)* *(Dollars in whole)*

Version	Status	Official Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE				
1	Active	11/04/2008	TLEWIS	Amendment - New Project	3	16,650,000	2,000,000	1,200,000				
				<u>PRIOR</u>	<u>08/09</u>	<u>09/10</u>	<u>10/11</u>	<u>11/12</u>	<u>12/13</u>	<u>13/14</u>	<u>BEYOND</u>	<u>TOTAL</u>
• State Bond -												
• Fund Source 1 of 3				PE								
• Fund Type: Highway-Railroad Crossing Safety Account				RW			9,000,000					9,000,000
• Funding Agency: Merced, City of				CON								
				TOTAL			9,000,000					9,000,000
• Loc Funds -				<u>PRIOR</u>	<u>08/09</u>	<u>09/10</u>	<u>10/11</u>	<u>11/12</u>	<u>12/13</u>	<u>13/14</u>	<u>BEYOND</u>	<u>TOTAL</u>
• Fund Source 2 of 3				PE	1,200,000							1,200,000
• Fund Type: City Funds				RW	2,000,000							2,000,000
• Funding Agency: Merced, City of				CON		5,850,000						5,850,000
				TOTAL	3,200,000	5,850,000						9,050,000
• Loc Funds -				<u>PRIOR</u>	<u>08/09</u>	<u>09/10</u>	<u>10/11</u>	<u>11/12</u>	<u>12/13</u>	<u>13/14</u>	<u>BEYOND</u>	<u>TOTAL</u>
• Fund Source 3 of 3				PE								
• Fund Type: Private Funds				RW								
• Funding Agency: Various Agencies				CON		1,800,000						1,800,000
				TOTAL		1,800,000						1,800,000
Project Total				<u>PRIOR</u>	<u>08/09</u>	<u>09/10</u>	<u>10/11</u>	<u>11/12</u>	<u>12/13</u>	<u>13/14</u>	<u>BEYOND</u>	<u>TOTAL</u>
				PE	1,200,000							1,200,000
				RW	2,000,000							2,000,000
				CON		16,650,000						16,650,000
				TOTAL	3,200,000	16,650,000						19,850,000

Comments:

November 4, 2008 adding new AQ exempt project in FTIP amendment ***** Version 1 - 08/20/2008 *****
 Amendment 1 formally withdrawn as EPA provided emissions budgets and cannot rely on a previous emissions analysis.
 City of Merced has received Highway Railroad Crossing Safety Account(HRCSA) program funding of \$9,000,000 in FY08/09. Part 1 of HRCSA requires a one-to-one match of local, federal, or private funds. Part 1 also requires a 10 percent contribution from the railroad.

**Merced County Association of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Transit System**

DIST: 10	COUNTY: Merced County	TITLE (DESCRIPTION):	MPO Aprv: / /
ROUTE: VAR	PM:	YARTS FTA-5320 Program - lease vehicles (Yosemite Area Regional Transportation System FTA-5320 Paul S. Sarbanes Transit in Parks Program (formerly known as the ATPPL program) grant award - Lease vehicles)	State Aprv: / /
PPNO:	KP:		Federal Aprv: / /
EA:	MPO ID: YARTS08		
CTIPS ID: 205-0000-0136			
IMPLEMENTING AGENCY: Yosemite Area Regional Transportation System (YARTS)		PRJ MGR: DICK WHITTINGTON	EPA TABLE II or III EXEMPT CATEGORY:
		PHONE: (209) 723-3153	Purchase new buses and rail cars to replace exist.

PROJECT VERSION HISTORY *(Printed Version is Shaded)* *(Dollars in whole)*

Version	Status	Official Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	11/03/2008	TLEWIS	Amendment - Cost/Scope/Sch. Change	3	538,000		
• FTA Funds -				<u>PRIOR</u>	<u>08/09</u>	<u>09/10</u>	<u>10/11</u>	<u>11/12</u>
• Fund Source 1 of 1								<u>12/13</u>
• Fund Type: Alternative Transportation in Parks and Public Land								<u>13/14</u>
• Funding Agency: Yosemite Area Regional Transportation System (YARTS)								<u>BEYOND</u>
								<u>TOTAL</u>
				265,000	273,000			538,000
				TOTAL	265,000	273,000		538,000

Comments:

Federal Register (Vol. 73, No. 198, page 60402, October 10, 2008) announcement for FTA-5320 Paul S. Sarbanes Transit in Parks Program (formerly known as the Alternative Transportation in Public Parks and Public Lands (ATPPL) in FY2008 - \$272,520. No program match required.

***** Version 1 - 04/15/2008 *****FTA-5320 ATPPL grant award of \$264,600 (rounded to \$265,000) in Federal Register (Vol 72, No. 198, October 15, 2007). No match required per Dick Whittington.

**Merced County Association of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Local Highway System**

DIST: 10	COUNTY: Merced County	TITLE (DESCRIPTION): YARTS Transit Technical Planning Grant (YARTS Transit Technical Planning Grant)	MPO Aprv: / / State Aprv: / / Federal Aprv: / /
ROUTE: VAR	PM:		
PPNO:	KP:		
EA:	MPO ID: YARTS		
CTIPS ID: 205-0000-0140			
IMPLEMENTING AGENCY: Yosemite Area Regional Transportation System (YARTS)		PRJ MGR: DICK WHITTINGTON PHONE: (209) 723-3153	EPA TABLE II or III EXEMPT CATEGORY: Purchase of vehicle operating equipment.

PROJECT VERSION HISTORY *(Printed Version is Shaded)* *(Dollars in whole)*

Version	Status	Official Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE				
1	Active	11/03/2008	TLEWIS	Amendment - New Project	3	101,000						
• Othr. State -				<u>PRIOR</u>	<u>08/09</u>	<u>09/10</u>	<u>10/11</u>	<u>11/12</u>	<u>12/13</u>	<u>13/14</u>	<u>BEYOND</u>	<u>TOTAL</u>
• Fund Source 1 of 2				PE								
• Fund Type: STP Enhancement				RW								
• Funding Agency: Yosemite Area Regional Transportation System (YARTS)				CON	93,000						93,000	
				TOTAL	93,000						93,000	
• Loc Funds -				<u>PRIOR</u>	<u>08/09</u>	<u>09/10</u>	<u>10/11</u>	<u>11/12</u>	<u>12/13</u>	<u>13/14</u>	<u>BEYOND</u>	<u>TOTAL</u>
• Fund Source 2 of 2				PE								
• Fund Type: Private Funds				RW								
• Funding Agency: Various Agencies				CON	8,000						8,000	
				TOTAL	8,000						8,000	
Project Total				<u>PRIOR</u>	<u>08/09</u>	<u>09/10</u>	<u>10/11</u>	<u>11/12</u>	<u>12/13</u>	<u>13/14</u>	<u>BEYOND</u>	<u>TOTAL</u>
				PE								
				RW								
				CON	101,000						101,000	
				TOTAL	101,000						101,000	

Comments:
 ***** Version 1 - 11/03/2008 ***** Caltrans State Planning & Research - Transit Technical Planning Assistance Grant awarded August 28, 2008 for the Yosemite Area Regional Transportation System Short Range Transit Plan.

**Merced County Association of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
State Highway System**

DIST: 10	COUNTY: Merced County	TITLE (DESCRIPTION): Bradley Overhead (Near Merced on Route 140 east of the city at Bradley Overhead. Widen structure to 4-lane with median for left turn channelization.)	MPO Aprv: / /
ROUTE: 140	PM: 36.5 / 37.6		State Aprv: / /
PPNO: 5645	KP: 58.7 / 60.5		Federal Aprv: / /
EA: 0G1300	MPO ID:		
CTIPS ID: 105-0000-0053			
IMPLEMENTING AGENCY: Caltrans	PRJ MGR: Ram Narayan Gupta	EPA TABLE II or III EXEMPT CATEGORY:	
	PHONE: (209) 948-7972		

PROJECT VERSION HISTORY (Printed Version is Shaded) (Dollars in whole)

Version	Status	Official Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
5	Active	11/04/2008	TLEWIS	Amendment - Cost/Scope/Sch. Change	3	17,894,000	4,388,000	2,421,000
4	Official	06/29/2007	TLEWIS	Amendment - Cost/Scope/Sch. Change	2	17,894,000	4,388,000	2,421,000
3	Official	07/20/2006	TLEWIS	Adoption - Carry Over			291,000	2,421,000
2	Official	08/19/2004	TLEWIS	Adoption - Carry Over		17,195,999	6,888,000	5,310,000
1	Official	05/23/2002	TLEWIS	Adoption - Carry Over			6,194,000	4,074,000

	PRIOR	08/09	09/10	10/11	11/12	12/13	13/14	BEYOND	TOTAL
• RIP - Regional Improvement Program									
• Fund Source 1 of 1	PE	2,421,000							2,421,000
• Fund Type: State Cash	RW	4,388,000							4,388,000
• Funding Agency: Merced County Association of Governments	CON		17,894,000						17,894,000
	TOTAL	6,809,000	17,894,000						24,703,000

Comments:

November 4, 2008 adding existing project into FTIP with AQ analysis.
 Amendment 1 formally withdrawn as EPA provided emissions budgets and cannot rely on a previous emission analysis.
 August 18, 2008
 Amend no. 1 to the 09 Interim FTIP adds \$17,894,000 construction for Bradley in FY08/09. Relies on a previous emissions analysis.

***** Version 5 - 04/22/08 *****

Project data transferred from 2006 STIP. 2008 SHOPP document approved by the CTC on March 13, 2008 includes the Bradley SHOPP portion of this project. PPNO 5423; EA 0K020; Prg Year 08/09; State RW \$395; State Const \$44,274; State Sup (PAED \$1,261,000; PSE \$2,425,000; RW \$468,000; Con \$2,430,000).

***** Version 4 - 02/28/2007 *****

Prop 1B STIP RIP Augmentaton changes per Caltrans District 10.

***** Version 3 - 06/19/06 *****

Project data transferred from 2006 STIP.

***** Version 2 - 08/30/04 *****

Project data transferred from 2004 STIP.

***** Version 2 - 05/21/02 *****

Project data transferred from 2002 STIP.

***** Version 1 - 02/08/02 *****

Project data transferred from 2002 RTIP.

**Merced County Association of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
State Highway System**

DIST: 10	COUNTY: Merced County	TITLE (DESCRIPTION): Buchanan Hollow (Plainsburg I/C) Fwy Upg (Near Merced on Route 99 from north of the Madera County Line to Buchanan Hollow Road. Convert to 6-lane freeway and construct interchange at Plainsburg Road.)	MPO Aprv: / /
ROUTE: 99	PM: 0.0 / 4.6		State Aprv: / /
PPNO: 5401	KP: 0.0 / 7.4		Federal Aprv: / /
EA: 415800	MPO ID:		
CTIPS ID: 105-0000-0036			
IMPLEMENTING AGENCY: Caltrans		PRJ MGR: Peter Jemerigbe	EPA TABLE II or III EXEMPT CATEGORY:
		PHONE: (209) 948-7008	

PROJECT VERSION HISTORY (Printed Version is Shaded)					(Dollars in whole)								
Version	Status	Official Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE					
6	Active	11/03/2008	TLEWIS	Amendment - Cost/Scope/Sch. Change	3	103,000,000	7,177,000	8,543,000					
5	Official	06/29/2007	TLEWIS	Amendment - Cost/Scope/Sch. Change	2	103,000,000	7,177,000	8,543,000					
4	Official	07/20/2006	TLEWIS	Adoption - Carry Over			4,677,000	6,043,000					
3	Official	08/19/2004	TLEWIS	Adoption - Carry Over			1,700,000	6,542,000					
2	Official	05/23/2002	TLEWIS	Adoption - Carry Over			19,323,000	4,836,000					
1	Official	07/20/2000	BSPEARS	Adoption - New Project				1,493,000					
• State Bond - State Route 99 Bond Program					<u>PRIOR</u>	<u>08/09</u>	<u>09/10</u>	<u>10/11</u>	<u>11/12</u>	<u>12/13</u>	<u>13/14</u>	<u>BEYOND</u>	<u>TOTAL</u>
• Fund Source 1 of 3			PE	2,500,000									2,500,000
• Fund Type: State Route 99 Corridor			RW	2,500,000									2,500,000
• Funding Agency: Caltrans			CON			103,000,000							103,000,000
				TOTAL	5,000,000	103,000,000							108,000,000
• IIP - Interregional Improvement Program					<u>PRIOR</u>	<u>08/09</u>	<u>09/10</u>	<u>10/11</u>	<u>11/12</u>	<u>12/13</u>	<u>13/14</u>	<u>BEYOND</u>	<u>TOTAL</u>
• Fund Source 2 of 3			PE	3,243,000									3,243,000
• Fund Type: State Cash			RW	2,477,000									2,477,000
• Funding Agency: Caltrans			CON										
				TOTAL	5,720,000								5,720,000
• TCPR (Committed) - State Highway Improvements					<u>PRIOR</u>	<u>08/09</u>	<u>09/10</u>	<u>10/11</u>	<u>11/12</u>	<u>12/13</u>	<u>13/14</u>	<u>BEYOND</u>	<u>TOTAL</u>
• Fund Source 3 of 3			PE	2,800,000									2,800,000
• Fund Type: Traffic Congestion Relief Fund			RW	2,200,000									2,200,000
• Funding Agency: Caltrans			CON										
				TOTAL	5,000,000								5,000,000
Project Total					<u>PRIOR</u>	<u>08/09</u>	<u>09/10</u>	<u>10/11</u>	<u>11/12</u>	<u>12/13</u>	<u>13/14</u>	<u>BEYOND</u>	<u>TOTAL</u>
			PE	8,543,000									8,543,000
			RW	7,177,000									7,177,000
			CON			103,000,000							103,000,000
				TOTAL	15,720,000	103,000,000							118,720,000

Comments:
November 3, 2008 Project now included in FTIP with reliance on AQ analysis. Existing project on state highway 99. No change in scope.
Amendment 1 formally withdrawn as EPA emissions budgets are now available and cannot rely on a prior AQ conformity analysis.
August 18, 2008
Amendment 1 to the 09 Interim FTIP adds \$103,000,000 in state funds in FY10/11 and relies on a previous emissions analysis.

***** Version 6 - 04/22/08 *****
Project data transferred from 2006 STIP.
***** Version 5 - 02/28/2007 ***** Prop 1B SR99 Bond Act funding changes per Caltrans District 10
***** Version 4 - 06/19/06 *****
Project data transferred from 2006 STIP.
***** Version 3 - 08/30/04 *****
Project data transferred from 2004 STIP.
***** Version 2 - 05/21/02 *****
Project data transferred from 2002 STIP.

**Merced County Association of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
State Highway System**

DIST: 10	COUNTY: Merced County	TITLE (DESCRIPTION):	MPO Aprv: / /
ROUTE: 99	PM: 4.6 / 10.5	Buchanan Hollow/Miles Creek (Arboleda I/ (Near Merced on Route 99 from Buchanan Hollow Road to Miles Creek Overflow. Convert to 6-lane freeway and construct interchange at Arboleda Road. (TCRP #104))	State Aprv: / /
PPNO: 5414	KP: 7.4 / 16.9		Federal Aprv: / /
EA: 415700	MPO ID:		
CTIPS ID: 105-0000-0037			
IMPLEMENTING AGENCY: Caltrans	PRJ MGR: Peter Jemerigbe	EPA TABLE II or III EXEMPT CATEGORY:	
	PHONE: (209) 948-7008		

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Official Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE				
6	Active	11/03/2008	TLEWIS	Amendment - Cost/Scope/Sch. Change	3	139,000,000	26,470,000	11,317,000				
5	Official	06/29/2007	TLEWIS	Amendment - Cost/Scope/Sch. Change	2	139,000,000	25,870,000	5,617,000				
4	Official	07/20/2006	TLEWIS	Adoption - Carry Over			26,470,000	9,317,000				
3	Official	08/19/2004	TLEWIS	Adoption - Carry Over			24,600,000	10,886,000				
2	Official	05/23/2002	TLEWIS	Adoption - Carry Over			24,600,000	8,586,000				
1	Official	07/20/2000	BSPEARS	Adoption - New Project				2,617,000				
• State Bond - State Route 99 Bond Program				<u>PRIOR</u>	<u>08/09</u>	<u>09/10</u>	<u>10/11</u>	<u>11/12</u>	<u>12/13</u>	<u>13/14</u>	<u>BEYOND</u>	<u>TOTAL</u>
• Fund Source 1 of 3				PE	1,300,000							1,300,000
• Fund Type: State Route 99 Corridor				RW								
• Funding Agency: Caltrans				CON		139,000,000						139,000,000
				TOTAL	1,300,000	139,000,000						140,300,000
• IIP - Interregional Improvement Program				<u>PRIOR</u>	<u>08/09</u>	<u>09/10</u>	<u>10/11</u>	<u>11/12</u>	<u>12/13</u>	<u>13/14</u>	<u>BEYOND</u>	<u>TOTAL</u>
• Fund Source 2 of 3				PE	5,617,000							5,617,000
• Fund Type: State Cash				RW	970,000	24,900,000						25,870,000
• Funding Agency: Caltrans				CON								
				TOTAL	6,587,000	24,900,000						31,487,000
• TCRP (Committed) - State Highway Improvements				<u>PRIOR</u>	<u>08/09</u>	<u>09/10</u>	<u>10/11</u>	<u>11/12</u>	<u>12/13</u>	<u>13/14</u>	<u>BEYOND</u>	<u>TOTAL</u>
• Fund Source 3 of 3				PE	4,400,000							4,400,000
• Fund Type: Traffic Congestion Relief Fund				RW		600,000						600,000
• Funding Agency: Caltrans				CON								
				TOTAL	4,400,000	600,000						5,000,000
Project Total				<u>PRIOR</u>	<u>08/09</u>	<u>09/10</u>	<u>10/11</u>	<u>11/12</u>	<u>12/13</u>	<u>13/14</u>	<u>BEYOND</u>	<u>TOTAL</u>
				PE	11,317,000							11,317,000
				RW	970,000	25,500,000						26,470,000
				CON			139,000,000					139,000,000
				TOTAL	12,287,000	25,500,000	139,000,000					176,787,000

Comments:

November 3, 2008 Existing project now include in FTIP with reliance on AQ conformity analysis. No project scope change
 Amendment 1 formally withdrawn as EPA approved emissions budgets and cannot rely on a previous AQ conformity analysis.
 August 18, 2008
 Amendment 1 to the 09 Interim FTIP adds state funding of \$139,000,000 in FY09/10 for construction and relies on a previous emissions analysis.

***** Version 6 - 04/22/08 *****

Project data transferred from 2006 STIP.

***** Version 5 - 02/28/2007 *****

Prop 1B SR99 Bond Act changes per Caltrans District 10

***** Version 4 - 06/19/06 *****

Project data transferred from 2006 STIP.

***** Version 3 - 08/30/04 *****

Project data transferred from 2004 STIP.

***** Version 2 - 05/21/02 *****

Project data transferred from 2002 STIP.

**Merced County Association of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
State Highway System**

DIST: 10	COUNTY: Merced County	TITLE (DESCRIPTION):	MPO Aprv: / /
ROUTE: 59	PM: R14.8 / R19.0	Atwater / Merced Expressway (AKA Castle (Near Merced Route 59 - Route 140 to intersection of Route 59 & Bellevue Road. Construct 4-lane expressway. Project included in the FTIP for environment approval)	State Aprv: / /
PPNO: 5264	KP: R23.8 / R30.6		Federal Aprv: / /
EA: 0G4400	MPO ID:		
CTIPS ID: 105-0000-0072			
IMPLEMENTING AGENCY: Merced County Association of Governments		PRJ MGR: Jesse Brown	EPA TABLE II or III EXEMPT CATEGORY:
		PHONE: (209) 723-3153	

PROJECT VERSION HISTORY (Printed Version is Shaded) (Dollars in whole)

Version	Status	Official Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE				
4	Active	11/03/2008	TLEWIS	Amendment - Cost/Scope/Sch. Change	3			3,643,000				
3	Official	06/29/2007	TLEWIS	Amendment - Cost/Scope/Sch. Change	2			3,643,000				
2	Official	07/20/2006	TLEWIS	Adoption - Carry Over				3,643,000				
1	Official	08/19/2004	TLEWIS	Adoption - Carry Over				3,642,000				
• RIP - Regional Improvement Program				<u>PRIOR</u>	<u>08/09</u>	<u>09/10</u>	<u>10/11</u>	<u>11/12</u>	<u>12/13</u>	<u>13/14</u>	<u>BEYOND</u>	<u>TOTAL</u>
• Fund Source 1 of 2				PE	374,000							374,000
• Fund Type: State Cash				RW								
• Funding Agency: Merced County Association of Governments				CON								
				TOTAL	374,000							374,000
• Loc Funds - Locally Generated Funds				<u>PRIOR</u>	<u>08/09</u>	<u>09/10</u>	<u>10/11</u>	<u>11/12</u>	<u>12/13</u>	<u>13/14</u>	<u>BEYOND</u>	<u>TOTAL</u>
• Fund Source 2 of 2				PE	3,269,000							3,269,000
• Fund Type: Developer Fees				RW								
• Funding Agency: Merced County Association of Governments				CON								
				TOTAL	3,269,000							3,269,000
Project Total				<u>PRIOR</u>	<u>08/09</u>	<u>09/10</u>	<u>10/11</u>	<u>11/12</u>	<u>12/13</u>	<u>13/14</u>	<u>BEYOND</u>	<u>TOTAL</u>
				PE	3,643,000							3,643,000
				RW								
				CON								
				TOTAL	3,643,000							3,643,000

Comments:

November 3, 2008 Existing project included in FTIP with AQ conformity analysis. No change in project scope.
 Amendment 1 formally withdrawn as EPA emissions budgets now available and cannot rely on a previous emissions analysis.
 August 18, 2008
 Amendment No. 1 to the 09 Interim FTIP does not program any additional funds for this project, yet with reliance on a previous emissions analysis this project can move on to the next phase once funding is identified.

***** Version 4 - 04/22/2008 *****
 ***** Version 3 - 03/02/2007 ***** Developer fees = Regional Transportation Impact Fees (RTIF)
 ***** Version 2 - 06/19/06 *****
 Project data transferred from 2006 STIP.
 ***** Version 2 - 08/30/04 *****
 Project data transferred from 2004 STIP.
 ***** Version 1 - 08/30/04 *****
 Project data transferred from 2004 STIP.

**Merced County Association of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
State Highway System**

DIST: 10	COUNTY: Merced County	TITLE (DESCRIPTION):	MPO Aprv: / /
ROUTE: 152	PM: 16.0 / 24.8	Los Banos Bypass (Construct 4-lane expwy on 6-lane right of way in segments: Segment 1- New 4-lane from Hwy 165 to Santa Fe Grade; Segment 2 - New 4-lane from west of LB to Hwy 165; Segment 3 - Inte)	State Aprv: / /
PPNO: 5707	KP: 25.7 / 39.9		Federal Aprv: / /
EA: 419100	MPO ID:		
CTIPS ID: 105-0000-0029			
IMPLEMENTING AGENCY: Caltrans	PRJ MGR: Peter Jemerigbe	EPA TABLE II or III EXEMPT CATEGORY:	
	PHONE: (209) 948-7008		

PROJECT VERSION HISTORY (Printed Version is Shaded) (Dollars in whole)

Version	Status	Official Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
6	Active	11/04/2008	TLEWIS	Amendment - Cost/Scope/Sch. Change	3		11,900,000	14,400,000
5	Official	06/29/2007	TLEWIS	Amendment - Cost/Scope/Sch. Change	2			14,318,000
4	Official	07/20/2006	TLEWIS	Adoption - Carry Over				4,500,000
3	Official	08/19/2004	TLEWIS	Adoption - Carry Over				4,000,000
2	Official	05/23/2002	TLEWIS	Adoption - Carry Over				2,600,000
1	Official	07/20/2000	BSPEARS	Adoption				800,000

• RIP - Regional Improvement Program		<u>PRIOR</u>	<u>08/09</u>	<u>09/10</u>	<u>10/11</u>	<u>11/12</u>	<u>12/13</u>	<u>13/14</u>	<u>BEYOND</u>	<u>TOTAL</u>
• Fund Source 1 of 4	PE	5,175,000	2,025,000							7,200,000
• Fund Type: State Cash	RW									
• Funding Agency: Merced County Association of Governments	CON									
	TOTAL	5,175,000	2,025,000							7,200,000

• IIP - Interregional Improvement Program		<u>PRIOR</u>	<u>08/09</u>	<u>09/10</u>	<u>10/11</u>	<u>11/12</u>	<u>12/13</u>	<u>13/14</u>	<u>BEYOND</u>	<u>TOTAL</u>
• Fund Source 2 of 4	PE	5,175,000	2,025,000							7,200,000
• Fund Type: State Cash	RW									
• Funding Agency: Caltrans	CON									
	TOTAL	5,175,000	2,025,000							7,200,000

• Loc Funds -		<u>PRIOR</u>	<u>08/09</u>	<u>09/10</u>	<u>10/11</u>	<u>11/12</u>	<u>12/13</u>	<u>13/14</u>	<u>BEYOND</u>	<u>TOTAL</u>
• Fund Source 3 of 4	PE									
• Fund Type: City Funds	RW		9,600,000							9,600,000
• Funding Agency: Los Banos, City of	CON									
	TOTAL		9,600,000							9,600,000

• Loc Funds -		<u>PRIOR</u>	<u>08/09</u>	<u>09/10</u>	<u>10/11</u>	<u>11/12</u>	<u>12/13</u>	<u>13/14</u>	<u>BEYOND</u>	<u>TOTAL</u>
• Fund Source 4 of 4	PE									
• Fund Type: Local Measure	RW		2,300,000							2,300,000
• Funding Agency: Merced County Association of Governments	CON									
	TOTAL		2,300,000							2,300,000

Project Total		<u>PRIOR</u>	<u>08/09</u>	<u>09/10</u>	<u>10/11</u>	<u>11/12</u>	<u>12/13</u>	<u>13/14</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE	10,350,000	4,050,000							14,400,000
	RW		11,900,000							11,900,000
	CON									
	TOTAL	10,350,000	15,950,000							26,300,000

Comments:
November 2, 2008
Consistent with RTP amendment 1, adding LB Bypass segments (3): Segment 1 - Construct new 4-lane expressway on 6-lane right of way from Hwy 165 to Santa Fe Grade; Segment 2 - Construct new 4-lane expressway on 6-lane right of way west of Los Banos to Hwy 165; and Segment 3 - Construct Interchanges and full freeway.
Amendment 1 formally withdrawn as EPA provided emissions budgets and cannot rely on previous emissions analysis
***** Version 6 - 07/09/2008 *****
***** Version 5 - 03/02/2007 ***** Prop IB STIP/RIP Augmentation (state cash) funds added per Caltrans District 10
***** Version 4 - 06/19/06 *****
Project data transferred from 2006 STIP.
***** Version 3 - 08/30/04 *****
Project data transferred from 2004 STIP.
***** Version 2 - 05/21/02 *****
Project data transferred from 2002 STIP.

**Merced County Association of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
State Highway System**

DIST: 10	COUNTY: Merced County	TITLE (DESCRIPTION):	MPO Aprv: / /
ROUTE: 99	PM: 28.8 / R37.3	Widen freeway from 4 to 6 lanes. (In Livingston, from 0.3 mile south of Hammatt Avenue to Merced/Stanislaus county line. Widen freeway from 4 lanes to 6 lanes.)	State Aprv: / /
PPNO: 0161	KP: 46.3 / R60.0		Federal Aprv: / /
EA: 0Q120	MPO ID:		
CTIPS ID: 105-0000-0100			
IMPLEMENTING AGENCY: Merced County Association of Governments		PRJ MGR: Peter Jemerigbe	EPA TABLE II or III EXEMPT CATEGORY:
		PHONE: (209) 948-7008	

PROJECT VERSION HISTORY (Printed Version is Shaded) (Dollars in whole)

Version	Status	Official Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE				
1	Active	11/12/2008	TLEWIS	Amendment - Cost/Scope/Sch. Change	3			3,043,000				
• IIP - Interregional Improvement Program				PRIOR	08/09	09/10	10/11	11/12	12/13	13/14	BEYOND	TOTAL
• Fund Source 1 of 2				PE	2,500,000							2,500,000
• Fund Type: State Cash				RW								
• Funding Agency: Caltrans				CON								
				TOTAL	2,500,000							2,500,000
• Loc Funds - Locally Generated Funds				PRIOR	08/09	09/10	10/11	11/12	12/13	13/14	BEYOND	TOTAL
• Fund Source 2 of 2				PE	543,000							543,000
• Fund Type: Local Transportation Funds				RW								
• Funding Agency: Livingston, City of				CON								
				TOTAL	543,000							543,000
Project Total				PRIOR	08/09	09/10	10/11	11/12	12/13	13/14	BEYOND	TOTAL
				PE	3,043,000							3,043,000
				RW								
				CON								
				TOTAL	3,043,000							3,043,000

Comments:

Amendment 3 adds project into 2009 Interim FTIP making it whole with new AQ emissions analysis.
 Amendment 1 was formally withdrawn as EPA provided emissions budgets and now cannot rely on a previous emissions analysis.
 Project was duplicated under CTIPS 205-0000-0133 as STIP had not been loaded with current project data by the time the 2009 Interim FTIP was processed.
 ***** Version 1 - 07/15/08 *****
 Project data transferred from 2008 STIP 2.

**Merced County Association of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
State Highway System**

DIST: 10	COUNTY: Merced County	TITLE (DESCRIPTION):	MPO Aprv: / /
ROUTE: 59	PM: 15.4 / 16.6	Route 59 Widening (In Merced County on Route 59 from 16th Street to West Olive Avenue/Santa Fe Avenue. Widen to 4 lanes.)	State Aprv: / /
PPNO: 6688	KP: 24.8 / 26.7		Federal Aprv: / /
EA: 0E5900	MPO ID:		
CTIPS ID: 105-0000-0054			
IMPLEMENTING AGENCY: Caltrans	PRJ MGR: Ram Narayan Gupta	EPA TABLE II or III EXEMPT CATEGORY:	
	PHONE: (209) 948-7972		

PROJECT VERSION HISTORY *(Printed Version is Shaded)* *(Dollars in whole)*

Version	Status	Official Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
5	Active	11/05/2008	TLEWIS	Amendment - Cost/Scope/Sch. Change	3		9,800,000	4,800,000
4	Official	06/29/2007	TLEWIS	Amendment - Cost/Scope/Sch. Change	2			4,674,000
3	Official	07/20/2006	TLEWIS	Adoption - Carry Over				1,800,000
2	Official	08/19/2004	TLEWIS	Adoption - Carry Over				1,120,000
1	Official	05/23/2002	TLEWIS	Adoption - Carry Over			2,700,000	3,422,000
• RIP - Regional Improvement Program			PRIOR					
• Fund Source 1 of 1			PE	1,800,000				4,800,000
• Fund Type: State Cash			RW			9,800,000		9,800,000
• Funding Agency: Merced County Association of Governments			CON					
			TOTAL	1,800,000		12,800,000		14,600,000

Comments:

***** Version 5 - 04/22/08 ***** Figures are consistent with 2008 RTIP programming proposal. May 29, 2008 CTC adoption scheduled.
 Project data transferred from 2006 STIP.
 ***** Version 4 - 03/02/2007 ***** Prop 1B STIP RIP augmentation changes requested by Caltrans
 ***** Version 3 - 06/19/06 *****
 Project data transferred from 2006 STIP.
 ***** Version 2 - 07/24/2004 *****
 ***** Version 2 - 05/21/02 *****
 Project data transferred from 2002 STIP.
 ***** Version 1 - 02/08/02 *****
 Project data transferred from 2002 RTIP.

**Merced County Association of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Local Highway System**

DIST: 10	COUNTY: Merced County	TITLE (DESCRIPTION): Caltrans - Lump Sum for Local HBP Progr (Caltrans - Lump Sum for Local Highway Bridge Program (HBP) Projects. Non-capacity increasing projects only (includes seismic retrofit). Consistent with 40 CFR part 93.126-128, exe)	MPO Aprv: / /
ROUTE: VAR	PM:		State Aprv: / /
PPNO:	KP:		Federal Aprv: / /
EA:	MPO ID: CT004		
CTIPS ID: 205-0000-0037			
IMPLEMENTING AGENCY: Various Agencies		PRJ MGR:	EPA TABLE II or III EXEMPT CATEGORY: Non capacity widening or bridge reconstruction.
		PHONE:	

PROJECT VERSION HISTORY *(Printed Version is Shaded)* *(Dollars in whole)*

Version	Status	Official Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
9	Active	11/24/2008	TLEWIS	Amendment - Cost/Scope/Sch. Change	3	4,697,000		101,000
8	Official	06/29/2007	TLEWIS	Amendment - Cost/Scope/Sch. Change	2	2,192,000		3,557,000
7	Official	07/20/2006	TLEWIS	Adoption - Carry Over		4,549,000		
6	Official	05/19/2005	TLEWIS	Amendment - Cost/Scope/Sch. Change	6	3,652,000		
5	Official	01/20/2005	TLEWIS	Amendment - Other (Explain ==>)	2	4,543,000		
4	Official	01/27/2005	TLEWIS	Amendment - New Project	2	4,543,000		
3	Official	08/19/2004	TLEWIS	Adoption - Carry Over		3,303,000		
2	Official	05/23/2002	TLEWIS	Adoption - Carry Over		3,437,000		
1	Official	07/20/2000	BSPEARS	Adoption		1,984,000		

	PE	PRIOR	08/09	09/10	10/11	11/12	12/13	13/14	BEYOND	TOTAL
* Local HBRR - Local FHWA - HBRR		89,000								89,000
* Fund Source 1 of 3	PE									
* Fund Type: Highway Bridge Program	RW									
* Funding Agency: Merced County	CON	1,735,000	178,000	459,000			1,735,000			4,107,000
	TOTAL	1,824,000	178,000	459,000			1,735,000			4,196,000

	PE	PRIOR	08/09	09/10	10/11	11/12	12/13	13/14	BEYOND	TOTAL
* Loc Funds -		12,000								12,000
* Fund Source 2 of 3	PE									
* Fund Type: County Funds	RW									
* Funding Agency: Merced County	CON	283,000	23,000	57,000			161,000			524,000
	TOTAL	295,000	23,000	57,000			161,000			536,000

	PE	PRIOR	08/09	09/10	10/11	11/12	12/13	13/14	BEYOND	TOTAL
* Local HBRR -										
* Fund Source 3 of 3	PE									
* Fund Type: Bridge-Local Seismic	RW									
* Funding Agency: Caltrans	CON			2,000			64,000			66,000
	TOTAL			2,000			64,000			66,000

Project Total	PE	PRIOR	08/09	09/10	10/11	11/12	12/13	13/14	BEYOND	TOTAL
	PE	101,000								101,000
	RW									
	CON	2,018,000	201,000	518,000			1,960,000			4,697,000
	TOTAL	2,119,000	201,000	518,000			1,960,000			4,798,000

Comments:

10/10/08 updated to reflect 12/27/07 Caltrans HBP listing

***** Version 9 - 04/22/2008 *****

***** Version 8 - 02/28/2007 ***** Prop 1B (LSSRP Bond monies) changes per Statewide Coordinator.

5/16/06 - carryover project into 2006 ***** Version 7 - 03/08/2006 *****The Statewide HBP Coordinator has directed MCAG to add HBP Lump Sum funding of \$799,000 in FY05/06 and \$6 in FY06/07 for the Merced County - Livingston Canal/Almond Ave. bridge replacement project.

***** Version 6 - 04/27/2005 *****

April 05 HBRRP amendment requested by Caltrans

***** Version 5 - 03/28/2005 *****Caltrans requested technical correction to Lump Sum vs. Line item

***** Version 4 - 12/21/2004 *****Caltrans requesting HBRR modification as required by FHWA conditional approval to the 2004 FTIP

***** Version 3 - 08/26/2004 *****

***** Version 2 - 02/11/2002 *****

**Merced County Association of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
State Highway System**

DIST: 10	COUNTY: Merced County	TITLE (DESCRIPTION): Caltrans - SHOPP Collision Reduction Lum (Caltrans - SHOPP Collision Reduction Lump Sum Non-capacity increasing projects; ie. safety, roadway/roadside rehabilitation, damage restoration, operations (Const, R/W, Support \$))	MPO Aprv: / / State Aprv: / / Federal Aprv: / /
ROUTE: Var	PM:		
PPNO: CR LUM	KP:		
EA:	MPO ID:		
CTIPS ID: 305-0000-0000			
IMPLEMENTING AGENCY: Calif. Conservation Corps	PRJ MGR: MARJIE KIRN		EPA TABLE II or III EXEMPT CATEGORY: Safety Improvement Program.
	PHONE: (209) 723-3153		

PROJECT VERSION HISTORY (Printed Version is Shaded) (Dollars in whole)

Version	Status	Official Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
7	Active	11/24/2008	TLEWIS	Amendment - New Project	3	22,346,000		185,000
6	Official	07/20/2007	TLEWIS	Amendment - Cost/Scope/Sch. Change	4	18,701,000		185,000
5	Official	06/29/2007	TLEWIS	Amendment - Cost/Scope/Sch. Change	2	18,520,000		185,000
4	Official	07/20/2006	TLEWIS	Adoption - Carry Over		18,191,000		
3	Official	08/19/2004	TLEWIS	Adoption - Carry Over		150,062,000	7,700,000	25,415,000
2	Official	05/23/2002	TLEWIS	Adoption - Carry Over		49,706,996	2,144,000	8,137,000
1	Official	07/20/2000	BSPEARS	Adoption - New Project		83,571,000	1,067,000	18,079,000

• SHOPP - Collision Reduction -		<u>PRIOR</u>	<u>08/09</u>	<u>09/10</u>	<u>10/11</u>	<u>11/12</u>	<u>12/13</u>	<u>13/14</u>	<u>BEYOND</u>	<u>TOTAL</u>
• Fund Source 1 of 2	PE	185,000								185,000
• Fund Type: SHOPP Advance Construction (AC)	RW									
• Funding Agency: Caltrans	CON	16,434,000	1,657,000	2,169,000						20,260,000
	TOTAL	16,619,000	1,657,000	2,169,000						20,445,000

• SHOPP - Collision Reduction -		<u>PRIOR</u>	<u>08/09</u>	<u>09/10</u>	<u>10/11</u>	<u>11/12</u>	<u>12/13</u>	<u>13/14</u>	<u>BEYOND</u>	<u>TOTAL</u>
• Fund Source 2 of 2	PE									
• Fund Type: State Cash	RW									
• Funding Agency: Caltrans	CON	2,086,000								2,086,000
	TOTAL	2,086,000								2,086,000

Project Total		<u>PRIOR</u>	<u>08/09</u>	<u>09/10</u>	<u>10/11</u>	<u>11/12</u>	<u>12/13</u>	<u>13/14</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE	185,000								185,000
	RW									
	CON	18,520,000	1,657,000	2,169,000						22,346,000
	TOTAL	18,705,000	1,657,000	2,169,000						22,531,000

Comments:
 Modifying to match Caltrans 10/3/08 SHOPP Collision Reduction figures. Adding to FTIP with Amendment 3 as exempt AQ project.
 Amendment 1 withdrawn with new EPA emissions budgets and cannot rely on a previous emissions analysis.
 August 21, 2008 Adding two SHOPP Collision Reduction projects that are included in the SHOPP program as of the Jul 08 CTC meeting.
 ***** Version 7 - 04/22/2008 *****
 ***** Version 6 - 07/20/2007 ***** Adding \$163,800 (rounded \$164,000) in FY06/07 for Childs Ave & G St. signal (City of Merced) as part of lump sum via admin. amendment
 ***** Version 5 - 03/29/2007 *****
 Prior active version 5 from 3/02/07 deleted in error. Prop 1B state bond funding changes as requested by Caltrans District 10. Childs Ave. signal project deleted and August Ave. signal added to list with additional funds for construction.
 ***** Version 4 - 05/16/2006 ***** carryover project into 2006
 ***** Version 3 - 08/30/2004 *****
 ***** Version 2 - 02/08/02 *****
 Re-Generated SHOPP Lump Sum Project

**Merced County Association of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
State Highway System**

DIST: 10	COUNTY: Merced County	TITLE (DESCRIPTION): Caltrans - SHOPP Roadway Preservation Lu (Caltrans - SHOPP Roadway Preservation Lump Sum Non-capacity increasing projects, ie safety, roadway/roadside rehabilitation, damage restoration (inc. Const, R/W, Support cost \$))	MPO Aprv: / /
ROUTE: VAR	PM:		State Aprv: / /
PPNO: RP SHO	KP:		Federal Aprv: / /
EA:	MPO ID:		
CTIPS ID: 205-0000-0127			
IMPLEMENTING AGENCY: Caltrans		PRJ MGR:	EPA TABLE II or III EXEMPT CATEGORY: Pavement resurfacing and/or rehabilitation.
		PHONE:	

PROJECT VERSION HISTORY *(Printed Version is Shaded)* *(Dollars in whole)*

Version	Status	Official Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE																																																																							
3	Active	11/24/2008	TLEWIS	Amendment - Cost/Scope/Sch. Change	3	69,332,000																																																																									
2	Official	04/26/2007	TLEWIS	Amendment - Cost/Scope/Sch. Change	3	71,985,000																																																																									
1	Official	07/20/2006	TLEWIS	Adoption - Carry Over		67,850,000																																																																									
• SHOPP - Roadside Preservation - <table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th>PRIOR</th> <th>08/09</th> <th>09/10</th> <th>10/11</th> <th>11/12</th> <th>12/13</th> <th>13/14</th> <th>BEYOND</th> <th>TOTAL</th> </tr> </thead> <tbody> <tr> <td>• Fund Source 1 of 2</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>• Fund Type: SHOPP Advance Construction (AC)</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td>PE</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td>RW</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>• Funding Agency: Caltrans</td> <td>CON</td> <td>29,900,000</td> <td></td> <td>38,163,000</td> <td></td> <td></td> <td></td> <td></td> <td>68,063,000</td> </tr> <tr> <td></td> <td>TOTAL</td> <td>29,900,000</td> <td></td> <td>38,163,000</td> <td></td> <td></td> <td></td> <td></td> <td>68,063,000</td> </tr> </tbody> </table>											PRIOR	08/09	09/10	10/11	11/12	12/13	13/14	BEYOND	TOTAL	• Fund Source 1 of 2										• Fund Type: SHOPP Advance Construction (AC)											PE										RW									• Funding Agency: Caltrans	CON	29,900,000		38,163,000					68,063,000		TOTAL	29,900,000		38,163,000					68,063,000
	PRIOR	08/09	09/10	10/11	11/12	12/13	13/14	BEYOND	TOTAL																																																																						
• Fund Source 1 of 2																																																																															
• Fund Type: SHOPP Advance Construction (AC)																																																																															
	PE																																																																														
	RW																																																																														
• Funding Agency: Caltrans	CON	29,900,000		38,163,000					68,063,000																																																																						
	TOTAL	29,900,000		38,163,000					68,063,000																																																																						
• SHOPP - Roadside Preservation - <table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th>PRIOR</th> <th>08/09</th> <th>09/10</th> <th>10/11</th> <th>11/12</th> <th>12/13</th> <th>13/14</th> <th>BEYOND</th> <th>TOTAL</th> </tr> </thead> <tbody> <tr> <td>• Fund Source 2 of 2</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>• Fund Type: State Cash</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td>PE</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td>RW</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>• Funding Agency: Caltrans</td> <td>CON</td> <td>1,269,000</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>1,269,000</td> </tr> <tr> <td></td> <td>TOTAL</td> <td>1,269,000</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>1,269,000</td> </tr> </tbody> </table>											PRIOR	08/09	09/10	10/11	11/12	12/13	13/14	BEYOND	TOTAL	• Fund Source 2 of 2										• Fund Type: State Cash											PE										RW									• Funding Agency: Caltrans	CON	1,269,000							1,269,000		TOTAL	1,269,000							1,269,000
	PRIOR	08/09	09/10	10/11	11/12	12/13	13/14	BEYOND	TOTAL																																																																						
• Fund Source 2 of 2																																																																															
• Fund Type: State Cash																																																																															
	PE																																																																														
	RW																																																																														
• Funding Agency: Caltrans	CON	1,269,000							1,269,000																																																																						
	TOTAL	1,269,000							1,269,000																																																																						
Project Total																																																																															
	PE																																																																														
	RW																																																																														
	CON	31,169,000		38,163,000					69,332,000																																																																						
	TOTAL	31,169,000		38,163,000					69,332,000																																																																						

Comments:
 Modified to match Caltrans SHOPP Roadway Preservation listing of October 3, 2008
 ***** Version 3 - 04/22/2008 *****
 ***** Version 2 - 03/30/2007 ***** Caltrans Dist 10 has requested expedited formal amendment increasing construction cost to \$29,900,000 on the I-5 SHOPP Roadway Preservation project in FY06/07.
 ***** Version 1 - 07/03/2006 *****

**Merced County Association of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
State Highway System**

DIST: 10	COUNTY: Merced County	TITLE (DESCRIPTION): Caltrans - SHOPP Mobility Lump Sum (Caltrans - SHOPP Mobility Lump Sum increasing projects, ie. safety, roadway/roadside rehabilitation, damage resotation (incl. Const, R/W, Support cost \$))	MPO Aprv: / /
ROUTE: VAR	PM:		State Aprv: / /
PPNO: M SHOP	KP:		Federal Aprv: / /
EA:	MPO ID:		
CTIPS ID: 205-0000-0128			
IMPLEMENTING AGENCY: Caltrans		PRJ MGR:	EPA TABLE II or III EXEMPT CATEGORY: Safer non-Federal-aid system roads.
		PHONE:	

PROJECT VERSION HISTORY *(Printed Version is Shaded)* *(Dollars in whole)*

Version	Status	Official Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE				
2	Active	11/24/2008	TLEWIS	Amendment - Cost/Scope/Sch. Change	3	12,192,000						
1	Official	07/20/2006	TLEWIS	Adoption - Carry Over		11,063,000						
				<u>PRIOR</u>	<u>08/09</u>	<u>09/10</u>	<u>10/11</u>	<u>11/12</u>	<u>12/13</u>	<u>13/14</u>	<u>BEYOND</u>	<u>TOTAL</u>
• SHOPP - Mobility -												
• Fund Source 1 of 1				PE								
• Fund Type: SHOPP Advance Construction (AC) ^{RW}				CON		4,429,000	7,763,000				12,192,000	
• Funding Agency: Caltrans				TOTAL		4,429,000	7,763,000				12,192,000	

Comments:
 Modified to match Caltrans SHOPP Mobility October 3, 2008 listing
 ***** Version 2 - 04/22/2008 *****
 ***** Version 1 - 07/03/2006 *****

**Merced County Association of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
State Highway System**

DIST: 10	COUNTY: Merced County	TITLE (DESCRIPTION): Caltrans - SHOPP Bridge Preservation Lum (Caltrans - SHOPP Bridge Preservation Lump Sum increasing projects, ie. safety, roadway/roadside rehabilitation, damage restoration (inc. Const, R/W, all support \$))	MPO Aprv: / /
ROUTE: VAR	PM:		State Aprv: / /
PPNO: BP SHO	KP:		Federal Aprv: / /
EA:	MPO ID:		
CTIPS ID: 205-0000-0126			
IMPLEMENTING AGENCY: Caltrans		PRJ MGR:	EPA TABLE II or III EXEMPT CATEGORY: Non capacity widening or bridge reconstruction.
		PHONE:	

PROJECT VERSION HISTORY *(Printed Version is Shaded)* *(Dollars in whole)*

Version	Status	Official Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE	
3	Active	11/24/2008	TLEWIS	Amendment - Cost/Scope/Sch. Change	3	125,569,000			
2	Official	06/29/2007	TLEWIS	Amendment - Cost/Scope/Sch. Change	2	87,485,000	899,000		
1	Official	07/20/2006	TLEWIS	Adoption - Carry Over		87,395,000			
<ul style="list-style-type: none"> • SHOPP - Bridge Preservation - <u>PRIOR</u> <u>08/09</u> <u>09/10</u> <u>10/11</u> <u>11/12</u> <u>12/13</u> <u>13/14</u> <u>BEYOND</u> <u>TOTAL</u> • Fund Source 1 of 1 PE • Fund Type: SHOPP Advance Construction (AC)^{RW} CON 77,372,000 48,197,000 125,569,000 • Funding Agency: Caltrans • TOTAL 77,372,000 48,197,000 125,569,000 									

Comments:

November 3, 2008 Updating SHOPP Bridge Preservation figures to match Caltrans 10/3/08 listing.
 Amendment 1 formally withdrawn as EPA provided emissions budgets and now cannot rely on a previous emissions analysis.
 ***** Version 3 - 04/22/2008 *****
 ***** Version 2 - 03/02/2007 ***** Funding modification to two SHOPP Bridge projects per Caltrans : 1) Merced River Bridge #39-71 increase R/W cap from 177,000 to \$422,000 and decrease const by the same amount \$9,791,000 to \$9,546,000 in FY07/08. No overall change in funding amounts; 2) Merced 99 Bridge Replacement Add State HBRR for R/W \$395,000 in FY06/07 and increase const funds from \$44,274,000 to \$44,669,000
 ***** Version 1 - 07/03/2006 *****

**Merced County Association of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Local Highway System**

DIST: 10	COUNTY: Merced County	TITLE (DESCRIPTION): Campus Parkway - near Merced new arteria (Campus Parkway - near Merced construct new arterial : Phase 1 Hwy 99 to Childs Ave.; Phase 2 from Childs to Hwy 140 ; Phase 3 from Hwy 140 to Yosemite Ave.)	MPO Aprv: / / State Aprv: / / Federal Aprv: / /
ROUTE:	PM:		
PPNO: 5951	KP:		
EA: 4A0700	MPO ID:		
CTIPS ID: 105-0000-0016			
IMPLEMENTING AGENCY: Merced County		PRJ MGR: STEVE ROUGH	EPA TABLE II or III EXEMPT CATEGORY:
		PHONE: (209) 385-7601	

PROJECT VERSION HISTORY (Printed Version is Shaded) (Dollars in whole)

Version	Status	Official Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE				
8	Active	11/25/2008	TLEWIS	Amendment	3	72,225,000	11,840,000	6,658,000				
7	Official	06/02/2008	TLEWIS	Amendment - Cost/Scope/Sch. Change	12	75,151,000	12,073,000	6,560,000				
6	Official	06/29/2007	TLEWIS	Amendment - Cost/Scope/Sch. Change		75,451,000	12,073,000	6,260,000				
5	Official	02/05/2007	TLEWIS	Amendment - Cost/Scope/Sch. Change	1	23,725,000	11,584,000	6,260,000				
4	Official	07/20/2006	TLEWIS	Adoption - Carry Over		23,774,000	12,035,000	6,260,000				
3	Active	08/19/2004	TLEWIS	Amendment - Cost/Scope/Sch. Change		23,600,000	8,845,000	5,500,000				
2	Official	05/23/2002	TLEWIS	Adoption - Carry Over		23,600,000	8,200,000	5,500,000				
1	Official	07/20/2000	BSPEARS	Adoption		2,801,000	7,000,000	3,500,000				
* Demo - Fed Demo				<u>PRIOR</u>	<u>08/09</u>	<u>09/10</u>	<u>10/11</u>	<u>11/12</u>	<u>12/13</u>	<u>13/14</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 9				PE	5,326,000							5,326,000
* Fund Type: Demonstration - TEA21				RW	4,994,000							4,994,000
* Funding Agency: Merced County Association of Governments				CON								
TOTAL					10,320,000							10,320,000
* TCRP (Committed) - Local Roads Improvements (Local Assis				<u>PRIOR</u>	<u>08/09</u>	<u>09/10</u>	<u>10/11</u>	<u>11/12</u>	<u>12/13</u>	<u>13/14</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 9				PE	400,000							400,000
* Fund Type: Traffic Congestion Relief Fund				RW	5,126,000							5,126,000
* Funding Agency: Merced County Association of Governments				CON	12,000,000		5,474,000					17,474,000
TOTAL					5,526,000	12,000,000	5,474,000					23,000,000
* Demo -				<u>PRIOR</u>	<u>08/09</u>	<u>09/10</u>	<u>10/11</u>	<u>11/12</u>	<u>12/13</u>	<u>13/14</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 3 of 9				PE								
* Fund Type: High Priority Projects Program				RW	286,000							286,000
* Funding Agency: Merced County				CON								
TOTAL					286,000							286,000
* Demo -				<u>PRIOR</u>	<u>08/09</u>	<u>09/10</u>	<u>10/11</u>	<u>11/12</u>	<u>12/13</u>	<u>13/14</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 4 of 9				PE								
* Fund Type: High Priority Projects Program				RW	1,426,000							1,426,000
* Funding Agency: Merced County				CON								
TOTAL					1,426,000							1,426,000
* Loc Funds -				<u>PRIOR</u>	<u>08/09</u>	<u>09/10</u>	<u>10/11</u>	<u>11/12</u>	<u>12/13</u>	<u>13/14</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 5 of 9				PE	479,000							479,000
* Fund Type: City Funds				RW								
* Funding Agency: Merced, City of				CON	600,000		5,651,000					6,251,000
TOTAL					479,000	600,000	5,651,000					6,730,000
* RIP -				<u>PRIOR</u>	<u>08/09</u>	<u>09/10</u>	<u>10/11</u>	<u>11/12</u>	<u>12/13</u>	<u>13/14</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 6 of 9				PE	453,000							453,000
* Fund Type: State Cash				RW								
* Funding Agency: Merced County Association of Governments				CON								
TOTAL					453,000							453,000
* Loc Funds -				<u>PRIOR</u>	<u>08/09</u>	<u>09/10</u>	<u>10/11</u>	<u>11/12</u>	<u>12/13</u>	<u>13/14</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 7 of 9				PE								
* Fund Type: City Funds				RW	500,000							500,000
* Funding Agency: Merced, City of				CON								
TOTAL					500,000							500,000
* Loc Funds -				<u>PRIOR</u>	<u>08/09</u>	<u>09/10</u>	<u>10/11</u>	<u>11/12</u>	<u>12/13</u>	<u>13/14</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 8 of 9				PE								
* Fund Type: Local Measure				RW							48,000,000	48,000,000
* Funding Agency: Various Agencies				CON								
TOTAL											48,000,000	48,000,000
* Loc Funds -				<u>PRIOR</u>	<u>08/09</u>	<u>09/10</u>	<u>10/11</u>	<u>11/12</u>	<u>12/13</u>	<u>13/14</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 9 of 9				PE								
* Fund Type: County Funds				RW	8,000							8,000
* Funding Agency: Merced County				CON								
TOTAL					8,000							8,000

**Merced County Association of Governments - Federal Transportation Improvement Program
(Dollars in Whole)**

Project Total	<u>PRIOR</u>	<u>08/09</u>	<u>09/10</u>	<u>10/11</u>	<u>11/12</u>	<u>12/13</u>	<u>13/14</u>	<u>BEYOND</u>	<u>TOTAL</u>
PE	6,658,000								6,658,000
RW	10,128,000	1,712,000							11,840,000
CON	500,000	12,600,000			11,125,000			48,000,000	72,225,000
TOTAL	17,286,000	14,312,000			11,125,000			48,000,000	90,723,000

Comments:

.10/10/08 CTC approved TCRP allocation of 12,000,000 for Phase 1 construction on August 28, 2008. All phases of Campus Parkway expressway include a Class I Bike path.

***** Version 8 - 06/05/2008 ***** Carryover project into 2009 FTIP.

***** Version 7 - 06/05/2008 *****

Adding amendment 12 to 2006. No sure why but amendment 12 shows up in 2008, yet it should be carried over into 2008, not shown as a new project.

***** Version 6 - 03/02/2007 ***** 4/30.0

Local Measure funds = RTIF program funds.

FY06/07 SAFETEA-LU allocation information received from Caltrans Headquarters. FY06/07 HPP funding added to existing project (HPP No. 1780 \$82,000 added to \$206,000 = \$288,000 AND HPP No.3806 \$407,000 added to \$940,000 = \$1,347,000). Additional FY06/07 allocation amounts within administrative amendment guidelines.

Phase 2 Construction , deficit of \$26,226,000 therefore remaining \$12,274,000 of TCRP has been pushed out into FY10/11 beyond the four year fiscal constraint period as "information only" programming. Phase 3 Construction, deficit of \$25,000,000 and no funding currently identified for this phase, again pushed out to FY10/11 for "information only" programming at this time.

***** Version 5 - 02/05/2007 *****

Merced County shifting TEA-21 funds in FY06/07 from R/W to PS&E and Development fees in FY06/07 from PS&E to Construction.

***** Version 4 - 05/16/2006 ***** carryover project onto 2006

***** Version 3 - 08/30/04 *****

Project data transfered from 2004 STIP.

Funds moved to match 2004 RTIP

***** Version 2 - 05/21/02 *****

Project data transfered from 2002 STIP.

**Merced County Association of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
State Highway System**

DIST: 10	COUNTY: Merced County	TITLE (DESCRIPTION): SR 165 / SR 99 PE (PSR & PAED) (PE (PSR & PAED) SR165 improvements and new interchange of SR99 and SR165)	MPO Aprv: / /
ROUTE: 165	PM:		State Aprv: / /
PPNO:	KP:		Federal Aprv: / /
EA:	MPO ID: MG006		
CTIPS ID: 205-0000-0111			
IMPLEMENTING AGENCY: Marin County Transit District		PRJ MGR: MARJIE KIRN	EPA TABLE II or III EXEMPT CATEGORY: Non construction related activities.
		PHONE: (209) 723-3153	

PROJECT VERSION HISTORY (Printed Version is Shaded) (Dollars in whole)

Version	Status	Official Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE				
4	Active	11/12/2008	TLEWIS	Amendment - Cost/Scope/Sch. Change	3			1,337,000				
3	Official	06/29/2007	TLEWIS	Amendment - Other (Explain ==>)	2			797,000				
2	Official	07/20/2006	TLEWIS	Adoption - Carry Over				443,000				
1	Official	05/04/2006	TLEWIS	Amendment - New Project	9			443,000				
* Demo -												
				<u>PRIOR</u>	<u>08/09</u>	<u>09/10</u>	<u>10/11</u>	<u>11/12</u>	<u>12/13</u>	<u>13/14</u>	<u>BEYOND</u>	<u>TOTAL</u>
	* Fund Source 1 of 4		PE	137,000	205,000							342,000
	* Fund Type: High Priority Projects Program		RW									
	* Funding Agency: Merced County Association of Governments		CON									
			TOTAL	137,000	205,000							342,000
* Loc Funds -												
	* Fund Source 2 of 4		PE	<u>61,000</u>	<u>39,000</u>							<u>100,000</u>
	* Fund Type: Private Funds		RW									
	* Funding Agency: Merced County Association of Governments		CON									
			TOTAL	61,000	39,000							100,000
* Other Fed -												
	* Fund Source 3 of 4		PE	<u>206,000</u>	<u>649,000</u>							<u>855,000</u>
	* Fund Type: TRANSPORTATION IMPROVEMENTS		RW									
	* Funding Agency: Merced County Association of Governments		CON									
			TOTAL	206,000	649,000							855,000
* Loc Funds -												
	* Fund Source 4 of 4		PE		<u>40,000</u>							<u>40,000</u>
	* Fund Type: Agency		RW									
	* Funding Agency: Various Agencies		CON									
			TOTAL		40,000							40,000
Project Total				<u>PRIOR</u>	<u>08/09</u>	<u>09/10</u>	<u>10/11</u>	<u>11/12</u>	<u>12/13</u>	<u>13/14</u>	<u>BEYOND</u>	<u>TOTAL</u>
			PE	404,000	933,000							1,337,000
			RW									
			CON									
			TOTAL	404,000	933,000							1,337,000

Comments:

November 12, 2008 - Title of project corrected to include latest Congressional fix to include both the HPP and TI funds for the PE (PSR & PAED).

***** Version 4 - 04/22/2008 *****

FY2007 Allocation of SAFETEA-LU Section 1702 High Priority Project Funding programmed in FY08/09.

***** Version 3 - 06/18/2007 *****

***** Version 2 - 05/16/2006 ***** carryover project into 2006

***** Version 1 - 10/06/2005 *****

HR3 (SAFETEA-LU) HPP project, Section 1702,

No. 716. 20% HPP/year max programming limit. FY04/05 (\$68,438) and FY05/06 (\$68,348) available now \$137,000. FY06/07 available Nov 2006. OK from David Thompson/April Nitsos (HPP Coordinator) to use program separate SAFETEA LU (TI) earmark project No. 18 (\$1,000,000) with sliding scale programming limit per year (10/20/25/25/20) for PSR/PE per FHWA definitions/policy.TI Earmark OA availability - FY04/05 \$85,500 now ; FY05/06 \$177,000 available March 06 for a total of \$265,500. Only programming \$205,200 of the \$265,500 available for FY04-06.

When the HPP earmark OA becomes available in Nov of future years, Caltrans HQ will replace the TI earmark funds that were programmed in FY05/06.

Private donation of \$100,000 will be used to match the local non-federal requirement. HPP required match 20%. TI required match 11.47%.

Fund Type 5 - Private Funds (\$38,000) is ADVANCE CONSTRUCTION.

**Merced County Association of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Transit System**

DIST: 10	COUNTY: Merced County	TITLE (DESCRIPTION): Merced County Transit - Bus Capital Expe (Merced County Transit - Capital Expenditure Purchase (35-passenger) CNG buses)	MPO Aprv: / / State Aprv: / / Federal Aprv: / /
ROUTE: VAR	PM:		
PPNO:	KP:		
EA:	MPO ID: TJ007		
CTIPS ID: 205-0000-0030			
IMPLEMENTING AGENCY: Transit Joint Powers Authority for Merced County		PRJ MGR: LARRY SHANKLAND PHONE: (209) 385-7600	EPA TABLE II or III EXEMPT CATEGORY: Purchase new buses and rail cars to replace exist.

PROJECT VERSION HISTORY (Printed Version is Shaded) (Dollars in whole)

Version	Status	Official Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
10	Active	11/13/2008	TLEWIS	Amendment - Cost/Scope/Sch. Change	3	10,868,000		
9	Official	06/29/2007	TLEWIS	Amendment - Cost/Scope/Sch. Change	2	8,727,000		
8	Official	07/20/2006	TLEWIS	Adoption - Carry Over		8,812,000		
7	Official	07/21/2005	TLEWIS	Amendment - Cost/Scope/Sch. Change	7	4,125,000		
6	Official	08/19/2004	TLEWIS	Adoption - Carry Over		5,625,000		
5	Official	06/17/2004	TLEWIS	Amendment - Cost/Scope/Sch. Change	17	5,625,000		
4	Official	01/07/2004	TLEWIS	Amendment - Cost/Scope/Sch. Change	14	1,244,000		
3	Official	05/23/2002	TLEWIS	Adoption - Carry Over		3,900,000		
2	Official	11/16/2000	BSPEARS	Amendment	1	2,750,000		

*** CMAQ -**

	PRIOR	08/09	09/10	10/11	11/12	12/13	13/14	BEYOND	TOTAL
* Fund Source 1 of 2									
* Fund Type: Congestion Mitigation	PE								
	RW								
* Funding Agency: Merced County Association of Governments	CON	5,192,000	2,454,000	2,000,000					9,646,000
	TOTAL	5,192,000	2,454,000	2,000,000					9,646,000

*** Loc Funds -**

	PRIOR	08/09	09/10	10/11	11/12	12/13	13/14	BEYOND	TOTAL
* Fund Source 2 of 2									
* Fund Type: Local Transportation Funds	PE								
	RW								
* Funding Agency: Transit Joint Powers Authority for Merced County	CON	673,000	319,000	230,000					1,222,000
	TOTAL	673,000	319,000	230,000					1,222,000

Project Total

	PRIOR	08/09	09/10	10/11	11/12	12/13	13/14	BEYOND	TOTAL
	PE								
	RW								
	CON	5,865,000	2,773,000	2,230,000					10,868,000
	TOTAL	5,865,000	2,773,000	2,230,000					10,868,000

Comments:

***** Version 10 - 04/22/2008 *****FY10/11 5 buses
 ***** Version 9 - 03/05/2007 *****
 ***** Version 8 - 05/15/2006 *****FY07/08 - 4 Buses; FY09/10 - 7 Buses
 ***** Version 7 - 07/18/2005 *****
 Reduce bus purchase from 7 to 3 in FY05/06 and reprogram cost savings to CNG shop upgrade project and construction cost increases
 ***** Version 6 - 07/16/2004 *****
 ***** Version 5 - 04/18/2004 *****
 Capital Clean Air bus purchase as required by the 2001 Public Transit Fleet Rule with 03/04 CMAQ funds reprogrammed as no annual carryover of CMAQ allowed. Purchase 8 buses in 03/04 and 7 buses in 05/06.
 ***** Version 4 - 01/07/2004 *****
 ***** Version 3 - 02/11/2002 *****
 5309 funds pushed out of triennial element until they are included in the 5309 legislation.

Federal Safe Routes to School (SRTS) Cycle 2

Dist.	Agency	MPO	* Project Location	Project Description	Total Project Cost	Other/Local Funds	Federal (SRTS) Funds to be Programmed in FTIP 2009/10 FFY	Federal (SRTS) Funds to be Programmed in FTIP 2010/11 FFY	Federal (SRTS) Funds to be Programmed in FTIP 2011/12 FFY	FTIP Program Year
10	Livingston	MCAG	Near Selma Herndon ES and Campus ES.	Construct sidewalks.	\$ 871,000			\$ 871,000		2010/11
10	Los Banos	MCAG	Intersection of 7th St/K St.; near seven schools within the city of Los Banos.	Install in-pavement lighted crosswalk; install 14 radar speed feedback signs.	\$ 262,350				\$ 262,350	2011/12

Grand Total:

STATE-LEGISLATED SAFE ROUTES TO SCHOOL (SR2S)

Cycle 7 - 2006/2007 and 2007/2008 Fiscal Years

Program Project Id	Senate District	Assembly District	Caltrans District	Agency	County	School Name(s)	Project Location	Project Description	Total Project Cost	State Funds
6015	12	17	10	Merced	Merced County	Merced City School District (MCSD): John Muir, Peterson, Reyes, Burbank, Fremont, and Gracey ESs; Hoover and Rivera MSs; Weaver Union School District (Pioneer and Farmdale ESs)	INTERSECTIONS OF GERARD/G ST. AND 22ND/R ST.; VARIOUS LOCATIONS AROUND SCHOOL ZONES	INSTALL TWO TRAFFIC SIGNALS; INSTALL FLASHING SCHOOL SIGNS; CONSTRUCT CURB, GUTTER AND SIDEWALK	\$866,100	\$779,490
6027	12	17	10	Merced County	Merced County	Sybil N. Crookham, Charleston, and Le Grand ESs	VARIOUS LOCATIONS AROUND THREE ESs	INSTALL SCHOOL ZONE FLASHING BEACONS; INSTALL RUMBLE STRIPS	\$336,700	\$303,030

**Transit Technical Planning Assistance
FY 2008/2009 Approved Grants**

CT District	Grant Applicant/ Sub-recipient	Project Title	County	Project Description	Grant Amount
10	Merced County Association of Governments/ <i>Yosemite Area Regional Transportation System (YARTS)</i>	Yosemite Area Regional Transportation System Short Range Transit Plan	Merced, Mariposa, Mono	The project is to prepare a new Short Range Transit Plan (SRTP) for YARTS. The new SRTP will consider the current operating environment, which is critical to the continued survival and success of the system. The new SRTP will establish a five-year road map for existing and future YARTS Board Members to work from in achieving improvements to the system and insuring its successes as set forth. The YARTS Board will hold a public hearing on the proposed final SRTP and take appropriate action to finalize the approved document.	\$92,500
10	San Joaquin Council of Governments/ <i>City of Escalon Transit (E-TRAN)</i>	City of Escalon Transit Short Range Transit Plan 2008/2009 - 2017/2018	San Joaquin	The project involves developing and publishing a Short Range Transit Plan for the City of Escalon public transit system called the E-TRAN. This ten-year plan will conduct board and alight counts, on-board passenger surveys, public participation activities, and research other transit related issues. The study will also include an overview of the transit system; updated goals, objectives and standards; and operations plan and budget. This project outcome will be to evaluate the overall performance of the transit system of a growing community. The city intends to derive recommendations for implementation by June 30, 2009 to plan the future delivery of transit services within the City of Escalon, to Modesto and surrounding unincorporated San Joaquin County Areas.	\$30,000

FY 2008 Paul S. Sarbanes Transit in Parks Program Project Selection					
<u>Project Name</u>	<u>Land Unit</u>	<u>Agency</u>	<u>Amount</u>	<u>State</u>	<u>Funding Recipient</u>
Eyak Alternative Transportation Planning Grant	Chugach Nat'l Forest	FS/NPS	\$400,000	AK	Native Village of Eyak (TEAM Number: D2008-ATPL-001)
Lake Mary Road Bicycle Facility Project	Coconino National Forest	FS	\$855,685	AZ	City of Flagstaff (TEAM Number: D2008-ATPL-002)
Wickenburg Community Trails System	Hassayampa Field Office	BLM	\$96,950	AZ	BLM
Lease Shuttle Buses for the Giant Forest Shuttle System in Sequoia National Park	Sequoia and Kings Canyon National Parks	NPS	\$230,000	CA	NPS
Tahoe City Transit Center	USFS - LTBMU	FS	\$3,000,000	CA	Placer County (TEAM Number: D2008-ATPL-003)
Lease Yosemite Area Regional Transportation System (YARTS) Vehicles	Yosemite National Park	NPS	\$272,520	CA	Yosemite Area Rapid Transit System (TEAM Number: D2008-ATPL-004)
Implement a Fee Parking System to Fund Shuttle and Transit Access	Golden Gate National Recreation Area	NPS	\$360,000	CA	NPS
Second Year of Reds Meadow Transportation Shuttle Reimbursement for Bus Leasing	Inyo National Forest	FS	\$105,000	CA	USFS
San Joaquin Valley/Sequoia National Park Gateway Shuttle Link	Sequoia and Kings Canyon National Parks	NPS	\$250,000	CA	NPS
Design Accessible Bus Stops and Multi-Use Link to Transit at Muir Beach	Muir Woods National Monument of the Golden Gate National Recreation Area	NPS	\$155,000	CA	NPS
Purchase New Tram Vehicles for Mariposa Grove of Giant Sequoias	Yosemite National Park	NPS	\$1,600,000	CA	NPS
Prepare an EIS	Golden Gate National Recreation Area	NPS	\$490,000	CA	NPS
Feasibility Study for Developing an ATS at Whitney Portal	Inyo National Forest and BLM	FS	\$200,000	CA	USFS
Conduct Planning and Complete Engineering Study to improve	East Santa Cruz Island and Channel Islands	NPS	\$380,000	CA	NPS

HRCSA - STAFF RECOMMENDATIONS

California Transportation Commission

August 8, 2008

This document represents the recommendations of the California Transportation Commission (Commission) staff for the Highway-Railroad Crossing Safety Account (HRCSA) Program.

The HRCSA Program Guidelines include an implementation schedule that calls for the issuance of staff recommendations by August 8, 2008. The Commission will receive comments on these recommendations and adopt the initial HRCSA program of projects its August 27-28, 2008 meeting.

Proposition 1B authorized \$250 million for the HRCSA in two parts:

- (1) Part 1. \$150 million for highway-railroad grade separations derived from the California Public Utilities Commission's Section 190 grade separation priority list.
- (2) Part 2. \$100 million for non-Section 190 high-priority grade crossing improvements. Projects to be funded under Part 2 may be, but need not be, on the PUC priority list.

The principal differences between the two parts of HRCSA are:

- **Match.** Projects funded from Part 1 require at least a one-to-one match of local, federal or private funds. Part 1 also requires a 10 percent contribution from the railroad. Projects funded from Part 2 do not require any specific match or railroad contribution. However, the Commission's guidelines give higher priority for funding from Part 2 to projects with a non-state match.
- **Program Year.** Because the PUC priority list adopted July 1, 2008 will be valid only for the 2008-09 and 2009-10 fiscal years, the Commission's guidelines called for programming Part 1 funding only for projects that are expected to be ready for a project construction allocation by June 2010.

For Part 2, the Commission's guidelines give higher priority for funding to projects with earlier delivery.

A total of 49 project applications were received by the June 16, 2008 deadline requesting a total of \$794,241,000 in funding from the HRCSA.

Of the 49 submittals, one application was screened out as it was not an eligible capital project.

Of the remaining 48 project applications, staff recommends that 12 projects be funded from Part 1. Each of these projects is on the PUC priority list; is scheduled for construction by July 2010; is providing at least a one-to-one match of local, federal or private funds and includes the appropriate railroad contribution.

Staff also recommends that another 10 projects be funded from Part 2. Each of these projects is scheduled for construction by December 2010 and is providing at least a one-to-one match of local, federal or private funds for the project.

The remaining projects are not recommended for funding in this initial program of projects.

Staff Recommendations for the
Highway-Railroad Crossing Safety Account (HRCSA) Program
(Dollars in Thousands)

ID	County	Nominated By	Project Title	PUC Rank	Enviro. Clearance	Const. Start	Total Project Cost	HRCSA Request	HRCSA Funding Recommended
Recommended Program for Part 1 - Construction Start by December 2010 and PUC Ranked									
8	Kern	County of Kern	BNSF Grade Separation at 7th Standard Rd/Santa Fe Way	62	May-06	Apr-09	\$ 28,853	\$ 9,926	\$ 9,926
44	San Mateo	PCJPB	San Mateo Bridges Grade Separation	59	Jun-04	Apr-09	\$ 46,521	\$ 5,000	\$ 5,000
12	Los Angeles	City of Los Angeles	North Spring Street Grade Separation Reconstruction	43	Dec-05	Jul-09	\$ 48,784	\$ 5,001	\$ 5,001
11	Los Angeles	City of Los Angeles	Riverside Drive Grade Separation Replacement	66	Dec-05	Jul-09	\$ 54,465	\$ 5,000	\$ 5,000
14	Los Angeles	ACE	Nogales Street Grade Separation	10	Jan-09	Dec-02	\$ 84,000	\$ 25,600	\$ 25,600
39	San Francisco	PCJPB	Jerrold Avenue & Quint Street Bridges Grade Separation	81	Dec-08	Dec-09	\$ 41,661	\$ 10,000	\$ 10,000
18	Marced	City of Marced	G Street Undercrossing	74	Jun-08	Mar-10	\$ 18,000	\$ 9,000	\$ 9,000
1	Alameda	City of Fremont	Warren Avenue Grade Separation	67	Jul-02	Apr-10	\$ 51,218	\$ 9,600	\$ 9,600
9	Kern	County of Kern	Hageman Road/BNSF Railroad Grade Separation	82	Aug-08	Jun-10	\$ 35,300	\$ 17,650	\$ 17,650
47	Tulare	City of Tulare	Bardsley Avenue Grade Separation	83	Dec-06	Jun-10	\$ 14,488	\$ 7,156	\$ 7,156
45	San Mateo	PCJPB	San Bruno Grade Separation	8	Dec-08	Jul-10	\$ 165,000	\$ 30,000	\$ 30,000
43	San Joaquin	City of Stockton	Lower Sacramento Road at UPRR Grade Separation	63	Jul-07	Jul-10	\$ 34,000	\$ 10,000	\$ 10,000
							\$ 622,268	\$ 143,933	\$ 143,933

Recommended Program for Part 2 - Construction Start by December 2010 with 50% or more Non-State Funding									
33	San Diego	City of San Diego	Park Boulevard at Harbor Drive/Pedestrian Bridge		Jun-06	Jun-06	\$ 29,400	\$ 8,400	\$ 6,000
13	Los Angeles	SCRRA	Broadway-Brazil Street Grade Crossing Improvements		May-08	Sep-09	\$ 6,500	\$ 3,000	\$ 3,000
29	Sacramento	City of Sacramento	6th Street Overcrossing & 7th Street Undercrossing		Dec-07	Nov-09	\$ 35,814	\$ 17,968	\$ 17,968
2	Alameda	City of Fremont	Kato Road Grade Separation	118	Apr-04	Apr-10	\$ 40,239	\$ 10,000	\$ 10,000
48	Tulare	City of Tulare	Carlmill Avenue Grade Separation	109	Dec-06	Jun-10	\$ 22,760	\$ 11,293	\$ 11,293
46	Tulare	County of Tulare	Betty Drive Grade Separation		May-09	Jun-10	\$ 27,693	\$ 12,175	\$ 12,175
40	San Joaquin	Port of Stockton	Port of Stockton Expressway	116	Nov-09	Jun-10	\$ 31,700	\$ 10,448	\$ 10,448
41	San Joaquin	City of Stockton	Eight Mile Road/UPRR (East) Grade Separation	100	Jul-07	Jul-10	\$ 31,000	\$ 8,500	\$ 8,500
42	San Joaquin	City of Stockton	Eight Mile Road/UPRR (West) Grade Separation	108	Jul-07	Jul-10	\$ 25,000	\$ 8,500	\$ 8,500
20	Orange	City of Irvine	Sand Canyon Grade Separation	35	Sep-06	Aug-10	\$ 58,604	\$ 15,515	\$ 8,000
							\$ 306,700	\$ 105,799	\$ 95,884

Bond Admin Fees		\$ 5,000
Total Program		\$ 244,817

**Merced County Association of Governments
 SHOPP Lump Sum by Category and Fund Type
 Dollars x \$1000**

2008

Merced County	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
SHOPP - Bridge Preservation										
Bridge - State (HBRR)	\$125569		\$77,372		\$48,197			\$19,814	\$2,820	\$102,935
TOTAL	\$125569		\$77,372		\$48,197			\$19,814	\$2,820	\$102,935
SHOPP - Collision Reduction										
Surface Transportation Program	\$3826		\$1,657	\$2,169				\$1,086	\$118	\$1,722
TOTAL	\$3826		\$1,657	\$2,169				\$1,086	\$118	\$1,722
SHOPP - Mobility										
National Hwy System	\$12192			\$4,429	\$7,763			\$3,735	\$241	\$8,216
TOTAL	\$12192			\$4,429	\$7,763			\$3,735	\$241	\$8,216
SHOPP - Roadway Preservation										
National Hwy System	\$38163			\$38,163				\$10,225	\$4,100	\$23,838
TOTAL	\$38163			\$38,163				\$10,225	\$4,100	\$23,838
County TOTAL	\$179,760		\$79,029	\$44,761	\$55,960			\$35,760	\$7,279	\$136,711
MPO TOTAL	\$179,760		\$79,029	\$44,761	\$55,960			\$35,760	\$7,279	\$136,711

9-30-08

Merced County Association of Governments
SHOPP Lump Sum by Category and Fund Type
Dollars x \$1000

2008

MPO_ID	CTPS ID	CO	Dist	EA	Route	DESCRIPTION	PE	RW	CON
SHOPP - Bridge Preservation									
	10500000076	MER	10	0K020	99	In Merced County, from north of V Street to Black Rascal Bridge #39-0131R/L). Replace bridges.	\$6,584	\$395	\$44,274
	10500000110	MER	10	48100	99	In the city of Merced, at Merced overhead and 16th Street undercrossing. Replace overhead and widen undercrossing.	\$7,045	\$200	\$40,066
	10500000069	MER	10	3A660	140	In Merced, from Baker Drive to Santa Fe Avenue at Bradley overhead #39-44. Replace bridge.	\$5,385	\$2,139	\$18,595
County Total							<u>\$19,814</u>	<u>\$2,820</u>	<u>\$102,935</u>
MPO									
SHOPP - Bridge Preservation Total:							\$19,814	\$2,820	\$102,935

9-30-08

**Merced County Association of Governments
 SHOPP Lump Sum by Category and Fund Type
 Dollars x \$1000**

2008

MPO_ID	CTIP6 ID	CO	Dist	EA	Route	DESCRIPTION	PE	RW	CON	
SHOPP - Collision Reduction										
	10500000112	MER	10	0H900	59	In the city of Merced, at Childs Avenue. Install traffic signals and left turn channelization.	\$728	\$5	\$924	
	10500000111	MER	10	0H760	152	In Los Banos, at Miller Lane. Install traffic signals and lighting.	\$1,258	\$113	\$798	
County Total							\$1,986	\$118	\$1,722	
MPO							SHOPP - Collision Reduction Total:	\$1,986	\$118	\$1,722

9-30-08

Merced County Association of Governments
SHOPP Lump Sum by Category and Fund Type
Dollars x \$1000

2008

MPO_ID	CTIPS ID	CO	Dist	EA	Route	DESCRIPTION	PE	RW	CON
SHOPP - Mobility									
	10500000096	MER	10	3A340	99	In Merced and Stanislaus Counties, at various locations. Install CMS, CCTV, RWIS and TMS.	\$2,426	\$214	\$5,123
	10500000095	MER	10	0E720	99	In Merced County, at all ramp areas; also on Routes, 5, 69, 140 and 152. Construct Traffic Monitoring Stations.	\$1,309	\$27	\$3,093
						County Total	\$3,735	\$241	\$8,216
					MPO	SHOPP - Mobility Total:	\$3,735	\$241	\$8,216

9-30-08

Merced County Association of Governments
 SHOPP Lump Sum by Category and Fund Type
 Dollars x \$1000

2008

MPO_ID	CTIPS ID	CD	Dist	EA	Route	DESCRIPTION	PE	RW	CON
SHOPP - Roadway Preservation									
	10500000039	MER	10	27000	165	Near Los Banos, from Henry Miller Road to Route 140. Rehabilitate roadway.	\$5,582	\$417	\$19,774
	10500000013	MER	10	38150	165	Near Stevenson, from Route 140 to Westside Boulevard. Rehabilitate roadway.	\$4,643	\$3,683	\$4,064
County Total							\$10,225	\$4,100	\$23,838
MPO							SHOPP - Roadway Preservation Total:		
							\$10,225	\$4,100	\$23,838

9-30-08

2008 State Highway Operation & Protection Program

District 10 - Merced County

Current Official Document

(Programmed Amount in Thousands)

Rte	Post Length	Location/Description	EA	PPND	VoteDate	ProdYear	Proj Code	StateR/W	StateCons	LocalFunt	StateSupl	
SHOPP - Bridge Preservation												
140	36.5	1.1	In Merced, from Baker Drive to Santa Fe Avenue at Bradley overhead #39-44. Replace bridge.	3A660	5643	2008/09	201.112	2,139	18,595	0	5,385	
98	13.9	0.5	In the city of Merced, at Merced overhead and 15th Street undercrossing. Replace overhead and widen undercrossing.	48100	5415	2010/11	201.110	286	40,066	0	7,845	
99	15.8	1.5	In Merced County, from north of V Street to Black Rascal Bridge #39-0131R/L. Replace bridges.	0K020	5423	2008/09	201.110	395	44,274	0	5,584	
SHOPP - Collision Reduction												
152	21.6		In Los Banos, at Miller Lane. Install traffic signals and lighting.	0H700	0088	2009/10	201.010	113	798	0	1,258	
59	14.1		In the city of Merced, at Childs Avenue. Install traffic signals and left turn channelization.	0N900	0143	2008/09	201.010	5	924	0	728	
SHOPP - Mobility												
99			In Merced and Stanislaus Counties, at various locations. Install CMS, CCTV, RWIS and TMS.	3A340	5356	2010/11	201.315	214	5,123	0	2,426	
99			In Merced County, at all ramp areas; also on Routes, 5, 59, 140 and 152. Construct Traffic Monitoring Stations.	0E720	7610	2009/10	201.315	27	3,093	0	1,309	
SHOPP - Roadway Preservation												
165	11.7	15.2	Near Los Banos, from Henry Miller Road to Route 140. Rehabilitate roadway.	27980	5858	2009/10	201.120	417	19,774	0	5,562	
165	25.9	3.1	Near Stevinson, from Route 140 to Westside Boulevard. Rehabilitate roadway.	38150	5917	2009/10	201.120	3,683	4,064	0	4,643	
									7,279	136,711	0	35,760
Total Merced County: 9 Projects												
									7,279	136,711	0	35,760
Report Total: 9 Projects												

Note: SHOPP construction dollars are the most current of either programmed or voted.

Excludes: Proposals on 1B Bond, GARVEE and Seismic Retrofit Bond projects

2008 SHOPP Project List
Merced
(\$1,000)

Sorted by: County, Program Category, Route and Post Miles

Route	Post Miles	Location/Description	PPNO	EA	Program Code	Prog Year	State RW	State Const	State Capital	State Support
<u>Bridge Preservation</u>										
99	13.9/14.4	In the city of Merced, at Merced overhead and 15th Street undercrossing. Replace overhead and widen undercrossing.	5415	4B100	201.110	2010/11	286	40,066	40,352	PAED: 173 PSE: 3,171 RW: 249 Con: 4,252
99	15.8/17.3	In Merced County, from north of V Street to Black Rascal Bridge #39-0131(R/L). Replace bridges.	5423	0K020	201.110	2008/09	395	44,274	44,669	PAED: 1,261 PSE: 2,425 RW: 468 Con: 2,430
140	36.5/37.6	In Merced, from Baker Drive to Santa Fe Avenue at Bradley overhead #39-44. Replace bridge.	5643	3A660	201.112	2008/09	3,038 2,139	17,996 18,595	20,734 ↑	PAED: 1,639 PSE: 1,142 RW: 643 Con: 1,961
<u>Roadway Preservation</u>										
165	11.7/26.9	Near Los Banos, from Henry Miller Road to Route 140. Rehabilitate roadway.	5858	27980	201.120	2009/10	417	19,774	20,191	PAED: 1,929 PSE: 1,551 RW: 286 Con: 1,816
165	26.9/30.0	Near Stevinson, from Route 140 to Westside Boulevard. Rehabilitate roadway.	5917	38150	201.120	2009/10	3,683	4,064	7,747	PAED: 793 PSE: 1,113 RW: 1,851 Con: 886
<u>Mobility</u>										
99	Var	In Merced and Stanislaus Counties, at various locations. Install CMS, CCTV, RWIS and TMS.	5356	3A340	201.315	2010/11	214	5,123	5,337	PAED: 466 PSE: 662 RW: 121 Con: 1,177
99	Var	In Merced County, at all ramp areas; also on Routes, 5, 59, 140 and 152. Construct Traffic Monitoring Stations.	7610	0E720	201.315	2009/10	27	3,093	3,120	PAED: 2 PSE: 654 RW: 42 Con: 611

Add
Collision Reduction
EA 0H700
EA 0N900

No Change

No Change

Excludes: Proposition 1B Bond; GARVEE and Seismic Retrofit Bond projects

2008 SHOPP Project List
 Merced
 (\$1,000)

Sorted by: County, Program
 Category, Route and Post Miles

Route	Post Miles	Location/Description	PPNO	EA	Program Code	Prog Year	State RW	State Const	State Capital	State Support
Merced County Total										
							8,080	134,090	142,450	PAED: 6,263
							7279	136,711		PSE: 10,718
										RW: 3,660
										Con: 13,133
										Total: 33,774

35,760

2006/7-2011/12 Highway Bridge Program

CAUTION -- This is NOT the FTIP/FSTIP. See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the HBP lump sum amounts that should be programmed in the FTIP.

12/27/2007, 1:38 PM

- Notes: 1) This report summarizes how much HBP funds should be programmed as lump sum for the MPO.
- 2) Programmed funds are based on rough estimates provided by local agencies. Guaranteed funding levels are determined at time of authorization for given phase of work.
 - 3) Prop 1B bond funds for the Local Seismic Safety Retrofit Program (LSSRP) used for matching federal funds are also managed by Caltrans.
 - 4) Financial constraint of LOCAL matching funds (including regional STIP funds) and LOCAL Advance Construction (AC) is the responsibility of the MPOs and their local agencies.
 - 5) Corrections to this report should be addressed to the District Local Assistance Engineer who will forward info to the HERR Program Coordinator.

2006/7-2011/12 Highway Bridge Program

6085 Merced County Association Of Governments
 Number of Projects: 7

Project Costs to be programmed under construction:

	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed \$	513,115	1,309,619			177,050	459,595		1,735,123	4,193,502
Local Match	96,365	199,591			22,940	57,924		161,719	536,548
LSSRP Bond						1,491		63,085	64,576
Local AC									
Total	606,500	1,506,200			200,000	519,000		1,559,927	4,794,627

2006/7-2011/12 Highway Bridge Program

CAUTION -- This is NOT the FTIP/FSTIP. See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the HBP lump sum backup to support the lump sum amounts programmed in the FTIP.

12/27/2007, 1:38 PM

- Notes:
- 1) This is the FTIP lump sum "backup" list for HBP funded projects. Please see the Local Assistance web site for the most current listings.
 - 2) The purpose of this list is to show which projects being advanced by local agencies have met the eligibility requirements of the federal Highway Bridge Program and have been prioritized for funding by the Department in cooperation with local agencies for
 - 3) Qualifying funding levels are determined at time of federal authorization and vary by project. For details see Chapter 3 of the Local Assistance Procedures Manual.
 - 4) For FTIP/FSTIP purposes, Federal Highway Bridge Program (HBP) funding constraint is managed by Caltrans.
 - 5) Prop 1B bond funds for the Local Seismic Safety Retrofit Program (LSSRP) used for matching federal funds are also managed by Caltrans.
 - 6) Financial constraint of LOCAL matching funds (including regional STIP funds) and LOCAL Advance Construction (AC) is the responsibility of the MPOs and their local agencies.
 - 7) Some projects show that they are programmed using State STP funds. These funds are HBP funds transferred to the STP for bridge work that is not ordinarily eligible for HBP funds. See the HB Program Guidelines for details. Do not confuse these STP funds with Regional STP funds.

2006/7 -2011/12 Highway Bridge Program

District: 10 County: Merced Responsible Agency: **BRIDGE NO. 39C0250, MCGABE ROAD, OVER CALIFORNIA AQUEDUCT, 2.6 MI WEST OF H. L33RP Seismic Retrofit**

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
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Phase Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
FE	100,000	100,000							200,000
R/W									
CON								100,000	100,000
Total	100,000	100,000						100,000	300,000

Fund Source Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed \$	80,000	80,000						88,530	248,530
Local Match	20,000	20,000							40,000
L33RP Bond								11,470	11,470
Local AC									
Total	100,000	100,000						100,000	300,000

PE Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed \$	80,000	80,000							160,000
Local Match	20,000	20,000							40,000
L33RP Bond									
Local AC									
Total	100,000	100,000							200,000

Phase Funding Details:

Proj Id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
2284	HBP	FE	80,000	80,000							160,000
		Local Match	20,000	20,000							40,000
		Match Rate:		80.00%							
		Total:									200,000

2006/7-2011/12 Highway Bridge Program

District 10 County: Merced Responsible Agency: Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

		Prior		06/07		07/06		08/09		09/10		10/11		11/12		Beyond		Total		
CON Summary:			Prior	06/07	07/06	08/09	09/10	10/11	11/12	Beyond	Total									
	Fed \$																			
	Local Match																			
	LSRRP Bond																			
	Local AC																			
	Total																			

Phase Funding Details:

Proj Id	Funds Src	Phase	Prior	06/07	07/06	08/09	09/10	10/11	11/12	Beyond	Total
2284	HBP	CON						442,650			442,650
	LSRRP Bond							57,350			57,350
	Match Rate: 88.53%										
											Total: 500,000
2284	HBP	CON				88,530		-442,650			New! -354,120
	LSRRP Bond					11,470		-57,350			-45,880
	Match Rate: 88.53%										
											Total: -400,000
2284	HBP	CON				-88,530		88,530			New!
	LSRRP Bond					-11,470		11,470			New!
	Match Rate: 88.53%										
											Total: -
2284	HBP	CON				-88,530		88,530			New!
	LSRRP Bond					-11,470		11,470			New!
	Match Rate: 88.53%										
											Total: -
2284	HBP	CON				-88,530		88,530			New!
	LSRRP Bond					-11,470		11,470			New!
	Match Rate: 88.53%										
											Total: -

2006/7-2011/12 Highway Bridge Program

District: 10 County: Merced
 Responsible Agency

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
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Department of Water Resources BRIDGE NO. 3900352, BUTTS ROAD, OVER CALIFORNIA AQUEDUCT, 0.4 MI WEST OF H. LORRP 3&1/2 MI RETC#1

Phase Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
FE	100,000	100,000							200,000
ROW									
CON								250,000	250,000
Total	100,000	100,000						250,000	450,000
Fund Source Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed \$	80,000	80,000						224,325	384,325
Local Match	20,000	20,000						40,000	40,000
LORRP Bond								25,675	25,675
Local AC									
Total	100,000	100,000						250,000	450,000
PE Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed \$	80,000	80,000							160,000
Local Match	20,000	20,000							40,000
LORRP Bond									
Local AC									
Total	100,000	100,000							200,000

Phase Funding Details:

Proj Id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
2285	HBP	PE	80,000	80,000							160,000
		Local Match	20,000	20,000							40,000
		Match Rate:		80.00%							
		Total:									200,000

2006/7 - 2011/12 Highway Bridge Program

District 10 County: Merced Responsible Agency

Funds shown in 'Beyond' are for information only and do not represent committed HBP Funds.

Prior 06/07 07/08 08/09 09/10 10/11 11/12 Beyond Total

CON Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed \$								221,325	221,325
Local Match									
LCRRP Bond								28,675	28,675
Local AC									
Total								250,000	250,000

Phase Funding Details:

ProjId	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
2285	HBP	CON						442,650			442,650
	LCRRP Bond							57,350			57,350
	Match Rate:	89.53%									
	Total:							500,000			500,000

2285	HBP	CON					221,325	-442,650			-221,325
	LCRRP Bond						28,675	-57,350			-28,675
	Match Rate:	89.53%									
	Total:										-250,000

11/28/2007 Reza Ferehtehnejad: requested funds from survey.

2285	HBP	CON					-221,325	221,325			
	LCRRP Bond						-28,675	28,675			
	Match Rate:	89.53%									
	Total:										

12/18/2007 DLA-Admin: CON funds moved from FFY 2009/10 to 2010/11. Action taken to financially constrain the FTIP (PUGH). Attempt will be made to program this project in year shown.

2285	HBP	CON					-221,325	221,325			
	LCRRP Bond						-28,675	28,675			
	Match Rate:	89.53%									
	Total:										

12/18/2007 DLA-Admin: CON funds moved from FFY 2010/11 to 2011/12. Action taken to financially constrain the FTIP (PUGH). Attempt will be made to program this project in year shown.

2285	HBP	CON							-221,325	221,325	
	LCRRP Bond								-28,675	28,675	
	Match Rate:	89.53%									
	Total:										

12/18/2007 DLA-Admin: CON funds moved from FFY 2011/12 to Beyond. Action taken to financially constrain the FTIP (PUGH). Attempt will be made to program this project in year shown.

2285	HBP	CON								-221,325	221,325
	LCRRP Bond									-28,675	28,675
	Match Rate:	89.53%									
	Total:										

2006/7 -2011/12 Highway Bridge Program

District 10 County: Merced Responsible Agency: **BRIDGE NO. 35C0314, MERVEL AVE, OVER CALIFORNIA AQUEDUCT, 0.1 MI W ORTIGALITA RD. LOGRP CRITICAL RETENT**

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
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Department of Water Resources									
BRIDGE NO. 35C0314, MERVEL AVE, OVER CALIFORNIA AQUEDUCT, 0.1 MI W ORTIGALITA RD. LOGRP CRITICAL RETENT									
Phase Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
FE	100,000	100,000							200,000
R/W									
CON								200,000	200,000
Total	100,000	100,000						200,000	400,000
Fund Source Summary:									
Fed \$	80,000	80,000						177,060	337,060
Local Match	20,000	20,000							40,000
LOGRP Bond								22,940	22,940
Local AC								200,000	200,000
Total	100,000	100,000						200,000	400,000
PE Summary:									
Fed \$	80,000	80,000							160,000
Local Match	20,000	20,000							40,000
LOGRP Bond									
Local AC									
Total	100,000	100,000							200,000

Phase Funding Details:

Proj ID	Fund Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
2285	HBP	PE	80,000	80,000							160,000
		Local Match	20,000	20,000							40,000
		Match Rate:		80.00%							
		Total:									200,000

2006/7-2011/12 Highway Bridge Program

District: 10 County: Merced Responsible Agency: **Merced** Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

		Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
CON Summary:		Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed \$									177,060	177,060
Local Match										
LSGRP Bond									22,940	22,940
Local AC									200,000	200,000
Total										

Phase Funding Detail:

Proj Id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
2286	HBP	CON									
	LSGRP Bond							442,650			442,650
	Match Rate: 88.53%							57,350			57,350
										Total:	500,000
2286	HBP	CON				177,060		-442,650			New! -265,590
	LSGRP Bond					22,940		-57,350			New! -34,410
	Match Rate: 88.53%										
										Total:	-300,000
11/28/2007 Reza Ferehtahnejad: requested funds from survey.											
2286	HBP	CON									
	LSGRP Bond										
	Match Rate: 88.53%										
										Total:	
12/18/2007 DLA-Admin: CON funds moved from FFY 2009/10 to 2010/11. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.											
2286	HBP	CON									
	LSGRP Bond										
	Match Rate: 88.53%										
										Total:	
12/18/2007 DLA-Admin: CON funds moved from FFY 2010/11 to 2011/12. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.											
2286	HBP	CON									
	LSGRP Bond										
	Match Rate: 88.53%										
										Total:	
12/18/2007 DLA-Admin: CON funds moved from FFY 2011/12 to Beyond. Action taken to financially constrain the FTIP (PUSH).											
2286	HBP	CON									
	LSGRP Bond										
	Match Rate: 88.53%										
										Total:	
12/18/2007 DLA-Admin: CON funds moved from FFY 2011/12 to Beyond. Action taken to financially constrain the FTIP (PUSH).											
2286	HBP	CON									
	LSGRP Bond										
	Match Rate: 88.53%										
										Total:	
12/18/2007 DLA-Admin: CON funds moved from FFY 2011/12 to Beyond. Action taken to financially constrain the FTIP (PUSH).											
2286	HBP	CON									
	LSGRP Bond										
	Match Rate: 88.53%										
										Total:	
12/18/2007 DLA-Admin: CON funds moved from FFY 2011/12 to Beyond. Action taken to financially constrain the FTIP (PUSH).											

2006/7 -2011/12 Highway Bridge Program

District: 10 County: Merced Responsible Agency: Merced

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
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Merced County BRIDGE NO. 35C0055, DICKENSON FERRY RD, OVER BEAR CREEK, QUINLEY AVENUE NORTH. Replace (HBRR)

Phase Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
PE	150,000								150,000
R/W					200,000				200,000
CON								736,000	736,000
Total	150,000				200,000			736,000	1,086,000
Fund source summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed \$	132,795				177,060			551,531	961,436
Local Match	17,205				22,940			84,419	124,564
LSRRP Bond									
Local AC									
Total	150,000				200,000			736,000	1,086,000

PE Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed \$	132,795								132,795
Local Match	17,205								17,205
LSRRP Bond									
Local AC									
Total	150,000								150,000

Phase Funding Details:

Proj Id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
469	HBP	PE	132,795								132,795
	Local Match		17,205								17,205
Match Rate: 98.53%											
										Total:	150,000

2006/7 -2011/12 Highway Bridge Program

District 10 County: Merced Responsible Agency

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Prior 06/07 07/08 08/09 09/10 10/11 11/12 Beyond Total

R/W Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed \$					177,060				177,060
Local Match					22,940				22,940
LGSRP Bond									
Local AC									
Total					200,000				200,000

Phase Funding Details:

Proj Id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
459	HBP	R/W					177,060				177,060
	Local Match						22,940				22,940
	Match Rate:										98.53%
											Total: 200,000

CON Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed \$								551,581	551,581
Local Match								84,419	84,419
LGSRP Bond									
Local AC									
Total								736,000	736,000

Phase Funding Details:

Proj Id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
459	HBP	CON						551,581			551,581
	Local Match							84,419			84,419
	Match Rate:										98.53%
											Total: 736,000
											New!
											12/16/2007 DLA-Admin: CON funds moved from FFY 2010/11 to Beyond. Action taken to financially constrain the FTIP (PUGH). HBP project is not ready to advertise.

2006/7-2011/12 Highway Bridge Program

District: 10 County: Merced Responsible Agency: Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
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Merced County BRIDGE NO. 3900278, AVENUE TWO, OVER CANAL CREEK, D.I MI W GURR ROAD. Replace 2 lane bridge with 2 lane bridge.

Phase Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
FE	48,500								48,500
R/W		74,200							74,200
CON								573,927	573,927
Total	48,500	74,200						573,927	795,627
Fund Source Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed \$	42,937	65,659						596,626	705,254
Local Match	5,563	8,511						77,299	91,373
LG&P Bond									
Local AC									
Total	48,500	74,200						673,927	795,627
PE Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed \$	42,937								42,937
Local Match	5,563								5,563
LG&P Bond									
Local AC									
Total	48,500								48,500

Phase Funding Details:

Proj/Id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
398	HBP	PE	42,937								42,937
	Local Match		5,563								5,563
Match Rate: 99.53%											
										Total:	48,500

2006/7-2011/12 Highway Bridge Program

District 10 County: Merced Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency

Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
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RW Summary:	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed \$	65,689							65,689
Local Match	8,511							8,511
LOGRP Bond								
Local AC								
Total	74,200							74,200

Phase Funding Details:

Proj Id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
399	HBP	R/W		65,689							65,689
	Local Match			8,511							8,511
	Match Rate:										74,200

CON Summary:

Proj Id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
	Fed \$									596,628	596,628
	Local Match									77,299	77,299
	LOGRP Bond										
	Local AC										
	Total									673,927	673,927

Phase Funding Details:

Proj Id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
399	HBP	CON						596,628			596,628
	Local Match							77,299			77,299
	Match Rate:										673,927

CON Summary:

Proj Id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
399	HBP	CON						-596,628		596,628	New!
	Local Match							-77,299		77,299	
	Match Rate:										673,927

12/18/2007 DLA-Admin: CON funds moved from FFY 2010/11 to Beyond. Action taken to financially constrain the FTIP (PUGH). HBP project is not ready to advertise.

2006/7-2011/12 Highway Bridge Program

District 10 County: Merced Responsible Agency: Merced County Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
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Merced County BRIDGE NO. 3900287, ARBOLEDA ROAD, OVER DUCK SLOUGH, 0.1 MI 2 MICHENRY RD. Replace 2 lane bridge with 2 lane bridge.

Phase Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
PE		100,000							100,000
R/W									
CON		1,034,000							1,034,000
Total:		1,134,000							1,134,000
Fund source summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed \$		1,003,930							1,003,930
Local Match		130,070							130,070
L33RP Bond									
Local AC									
Total		1,134,000							1,134,000
PE Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed \$		88,530							88,530
Local Match		11,470							11,470
L33RP Bond									
Local AC									
Total		100,000							100,000

Phase Funding Details:

Proj/ID	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
1120	HBP	PE		88,530							88,530
		Local Match		11,470							11,470
		Match Rate:		88.53%							
		Total:		100,000							100,000

2006/7-2011/12 Highway Bridge Program

District: 10 County: Maricopa Responsible Agency: Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

		Prior		06/07		07/08		08/09		09/10		10/11		11/12		Beyond		Total		
CON Summary:		Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total										
	Fed \$		915,400																915,400	
	Local Match		118,600																118,600	
	LOGRP Bond																			
	Local AC																			
	Total		1,034,000																1,034,000	

Phase Funding Details:

Proj Id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
1120	HBP	CON		915,400							915,400
	Local Match			118,600							118,600
Match Rate: 89.53%											
Total:											
1,034,000											

2006/7-2011/12 Highway Bridge Program

District: 10 County: Merced Responsible Agency: Merced County

Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

BRIDGE NO. 3500335 - CANAL SCHOOL ROAD, OVER NEWMAN WASTEWAY, 0.3 MI N PRESTON ROAD. Replace 2 lane bridge with 2 lane bridge.

	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Phase Summary:									
FE	110,000								110,000
RAW									
CON						518,000			518,000
Total	110,000					518,000			628,000
Fund source summary:									
Fed \$	97,383					458,585			555,968
Local Match	12,517					57,924			70,441
LCRRP Bond						1,491			1,491
Local AC									
Total	110,000					518,000			628,000

	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
PE Summary:									
Fed \$	97,383								97,383
Local Match	12,517								12,517
LCRRP Bond									
Local AC									
Total	110,000								110,000

Phase Funding Details:

Proj Id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
1544	HBP	PE	97,383								97,383
	Local Match		12,517								12,517
Match Rate:			88.53%								
										Total:	110,000

2006/7-2011/12 Highway Bridge Program

District: 10 County: Merced Responsible Agency: Prior Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

06/07 07/08 08/09 09/10 10/11 11/12 Beyond Total

CON Summary:	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed \$						458,585			458,585
Local Match						57,924			57,924
LSSRP Bond						1,491			1,491
Local AC									
Total						518,000			518,000

Phase Funding Details:

Proj Id	Funds Src	Phase	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
1541	HBP	CON						447,077			447,077
	Local Match							57,924			57,924
	Match Rate:	88.53%								Total:	505,000
2297	HBP	CON						11,509			11,509
	LSSRP Bond							1,491			1,491
	Match Rate:	88.53%								Total:	13,000

2006/7-2011/12 Highway Bridge Program

District: 10 County: Merced Funds shown in "Beyond" are for information only and do not represent committed HBP Funds.

Responsible Agency	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
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MPO Summary: Merced County Association Of Governments

Number of Projects: 7

Total Costs:

	Prior	06/07	07/08	08/09	09/10	10/11	11/12	Beyond	Total
Fed \$	513,115	1,303,519			177,060	458,585		1,735,123	4,193,503
Local Match	95,385	198,561			22,940	57,324		161,719	535,548
LSSRP Bond						1,491		63,085	64,576
Local AC									
Total for all Phases	606,500	1,508,200			200,000	518,000		1,959,927	4,794,627

ATTACHMENT 4
CONFORMITY ANALYSIS

**DRAFT
CONFORMITY ANALYSIS**

FOR THE

**AMENDMENT #3 TO THE
2009 INTERIM FEDERAL TRANSPORTATION IMPROVEMENT
PROGRAM**

AND

2007 REGIONAL TRANSPORTATION PLAN AMENDMENT #2

Released for review November 26, 2008
Public Hearing scheduled December 18, 2008
Comments due by December 26, 2008
Scheduled for Adoption January 15, 2009

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EXECUTIVE SUMMARY

This report presents the Conformity Analysis for Amendment #3 to the 2009 Interim Federal Transportation Improvement Program (2009 Interim FTIP) and the 2007 Regional Transportation Plan (2007 RTP), Amendment #2. The Merced County Association of Governments (MCAG) is the designated Metropolitan Planning Organization (MPO) in Merced County, California, and is responsible for regional transportation planning.

The Clean Air Act Section 176(c) (42 U.S.C. 7506(c)) and U.S. Environmental Protection Agency (EPA) transportation conformity regulations (40 CFR 93 Subpart A) require that each new regional transportation plan (RTP) and transportation improvement program (TIP) be demonstrated to conform to the State Implementation Plan (SIP) before the RTP and TIP are approved by the MPO or accepted by the U.S. Department of Transportation (DOT). This analysis demonstrates that the criteria specified in the transportation conformity regulations for a conformity determination are satisfied by Amendment #3 to the 2009 Interim FTIP and 2007 RTP Amendment #2; a finding of conformity is therefore supported. Amendment #3 to the 2009 Interim FTIP and 2007 RTP Amendment #2 and Corresponding Conformity Analysis were approved by the Merced County Association of Governments Policy Board on January 15, 2009. FHWA/FTA last issued a finding of conformity for the 2007 TIP and 2007 RTP, including amendments, on June 29, 2007.

Amendment #3 to the 2009 Interim FTIP and 2007 RTP, Amendment #2 have been financially constrained in accordance with the requirements of 40 CFR 93.108 and consistent with the U.S. DOT metropolitan planning regulations (23 CFR Part 450). A discussion of financial constraint and funding sources is included in the appropriate documents.

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

CONFORMITY REQUIREMENTS

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

The conformity regulation applies nationwide to “all nonattainment and maintenance areas for transportation-related criteria pollutants for which the area is designated nonattainment or has a maintenance plan” (40 CFR 93.102). Currently, the San Joaquin Valley (or portions thereof) is designated as nonattainment with respect to Federal air quality standards for ozone, and particulate matter under 2.5 microns in diameter (PM_{2.5}); and has a maintenance plan for

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

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

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

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

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

CONFORMITY TESTS

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

summarizes the applicable air quality implementation plans and conformity tests for carbon monoxide, ozone, PM-10, and PM2.5.

RESULTS OF THE CONFORMITY ANALYSIS

A regional emissions analysis was conducted for the years 2010, 2011, 2014, 2017, 2020, 2023 and 2030 for each applicable pollutant. All analyses were conducted using the latest planning assumptions and emissions models. The major conclusions of the MCAG Conformity Analysis are:

- For ozone, the total regional on-road vehicle-related emissions (ROG and NO_x) associated with implementation of the Amendment #3 to the 2009 Interim FTIP and the 2007 RTP Amendment #2 for all years tested are projected to be less than the adequate emissions budgets specified in the *2007 Ozone Plan*. The conformity tests for ozone are therefore satisfied.
- For PM-10, the total regional vehicle-related emissions (PM-10 and NO_x) associated with implementation of the Amendment #3 to the 2009 Interim FTIP and the 2007 RTP Amendment #2 for all years tested are either (1) projected to be less than the approved emissions budgets, or (2) less than the emission budgets using the approved PM-10 and NO_x trading mechanism for transportation conformity purposes from the *2007 PM-10 Maintenance Plan*. The conformity tests for PM-10 are therefore satisfied.
- For PM2.5, areas violating both the annual and 24-hour standards for PM2.5 must address both standards in the conformity determination. The San Joaquin Valley currently violates both standards, and the conformity determination includes both analyses. Before an adequate or approved SIP budget is available, conformity is generally demonstrated with interim emission tests. Conformity may be demonstrated if the emissions from the proposed transportation system are either less than or no greater than the 2002 motor vehicle emissions in a given area (see Section 93.119). The San Joaquin Valley chooses to use the “no-greater-than-2002 emissions test”. The modeling results for all analysis years indicated that the “Build” scenarios are less than the 2002 Base Year emissions estimates for both the 24-hour and annual standards. The Amendment #3 to the 2009 Interim FTIP and the 2007 RTP Amendment #2 therefore satisfies the conformity emissions tests for PM2.5.
- The Amendment #3 to the 2009 Interim FTIP and the 2007 RTP Amendment #2 will not impede and will support timely implementation of the TCMs that have been adopted as part of applicable air quality implementation plans. The current status of TCM implementation is documented in Chapter 4 of this report.
- Since the local SJV procedures (e.g., SJVUAPCD Rule 9120 Transportation Conformity) have not been approved by EPA, consultation has been conducted in accordance with Federal requirements.

REPORT ORGANIZATION

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

Appendix F includes public meeting documentation conducted on Amendment #3 to the 2009 Interim FTIP and 2007 RTP Amendment #2 and Corresponding Conformity Analysis on December 18, 2008. Comments received on the conformity analysis and responses made as part of the public involvement process are included in Appendix G.

CHAPTER 1 FEDERAL AND STATE REGULATORY REQUIREMENTS

The criteria for determining conformity of transportation programs and plans under the Federal transportation conformity regulation (40 CFR Parts 51 and 93) and the applicable conformity tests for the San Joaquin Valley nonattainment areas are summarized in this section. The Conformity Analysis for Amendment #3 to the 2009 Interim Federal Transportation Improvement Program (2009 Interim TIP) and the 2007 Regional Transportation Plans (RTP) Amendment #2 was prepared based on these criteria and tests. Presented first is a review of the development of the applicable conformity regulation and guidance procedures, followed by summaries of conformity regulation requirements, air quality designation status, conformity test requirements, and analysis years for the Conformity Analysis.

Merced County Association of Governments is the designated Metropolitan Planning Organization (MPO) for Merced County in the San Joaquin Valley. As a result of this designation, MCAG prepares the TIP, RTP, and associated conformity analyses. The TIP serves as a detailed four-year programming document for the preservation, expansion, and management of the transportation system. The 2007 RTP has a 2030 horizon that provides the long term direction for the continued implementation of the freeway/expressway plan, as well as improvements to arterial streets, transit, and travel demand management programs. The TIP and RTP include capacity enhancements to the freeway/expressway system commensurate with available funding.

FEDERAL AND STATE CONFORMITY REGULATIONS

CLEAN AIR ACT AMENDMENTS

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

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

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

FEDERAL RULE

The initial November 15, 1991 deadline for conformity criteria and procedures was partially completed through the issuance of supplemental interim conformity guidance issued on June 7, 1991 (EPA/DOT, 1991a and 1991b) for carbon monoxide, ozone, and particulate matter ten microns or less in diameter (PM-10). EPA subsequently promulgated the Conformity Final Rule in the November 24, 1993 *Federal Register* (EPA, 1993). The 1993 Rule became effective on December 27, 1993. The Federal Transportation Conformity Final Rule has been amended several times from 1993 to 2002. These amendments have addressed a number of items related to conformity lapses, grace periods, and other related issues to streamline the conformity process.

On July 1, 2004 EPA published the final rule, Transportation Conformity Rule Amendments for the New 8-hour Ozone and PM_{2.5} National Ambient Air Quality Standards and Miscellaneous Revisions for Existing Areas; Transportation Conformity Rule Amendments – Response to Court Decision and Additional Rule Changes (EPA, 2004).

EPA issued a final rule on May 6, 2005 to add the following PM_{2.5} precursors to the transportation conformity rule: nitrogen oxides (NO_x), volatile organic compounds (VOCs), sulfur oxides (SO_x), and ammonia (NH₃) (EPA, 2005). The rule specifies when each of these precursors must be considered in PM_{2.5} nonattainment areas, before and after PM_{2.5} SIPs are submitted.

In late March 2006, EPA and FHWA published “Transportation Conformity Guidance for Qualitative Hot-Spot Analyses in PM_{2.5} and PM₁₀ Nonattainment and Maintenance Areas”. This guidance affects Federal project-level approvals for “projects of air quality concern” in PM_{2.5} and PM₁₀ nonattainment areas on or after April 5, 2006.

EPA issued a final rule on January 24, 2008 regarding changes to make the rule consistent with the Clean Air Act as amended by the most recent transportation funding legislation, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Comments were due June 1, 2007 and the final rule has not been published as of November 2007. The “Transportation Conformity Rule Amendments to Implement Provisions Contained in SAFETEA-LU does not have any impact on the San Joaquin Valley process and/or methodology contained in this document since the changes were already in place under the Joint EPA-DOT Interim Guidance for Implementing SAFETEA-LU’s Conformity Provisions, published in February 2006.

MULTI-JURISDICTIONAL GUIDANCE

EPA issued “multi-jurisdictional” guidance on July 21, 2004 to clarify how nonattainment areas with multiple agencies should conduct conformity determinations based on the changes to the Conformity Rule (EPA, 2004b). This guidance applies to the San Joaquin Valley since there are multiple MPOs within a single nonattainment area. The main principle of the guidance is that one regional emissions analysis is required for the entire nonattainment area. However, separate modeling and conformity documents may be developed by each MPO.

Part 2 of the guidance applies to nonattainment areas that do not have conformity budgets for an air quality standard that can be used for conformity. This Part currently applies to the San Joaquin Valley for PM_{2.5}. As a result, the individual modeling and conformity results are compiled into one regional emissions analysis for the entire nonattainment area that accompanies each plan/TIP conformity determination (see Appendix D). DOT will then issue its conformity determination on the TIPs/RTPs at the same time.

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

DISTRICT RULE

The San Joaquin Valley Unified Air Pollution Control District adopted Rule 9120 Transportation Conformity on January 19, 1995 in response to requirements in Section 176(c)(4)(c) of the 1990 Clean Air Act Amendments. Rule 9120 contains the Transportation Conformity Rule promulgated November 24, 1993 verbatim. The Rule provides guidance for the development of consultation procedures and processes at the local level. As required by the Transportation Conformity Rule, Rule 9120 was submitted to EPA on January 24, 1995 as a revision to the State SIP. The rule becomes effective on the date EPA promulgates interim, partial, or final approval in the Federal Register.

To date, the Rule has not received approval by EPA. Section 51.390(b) of the Transportation Conformity Rule states: “Following EPA approval of the State conformity provisions (or a portion thereof) in a revision to the applicable implementation plan, conformity determinations would be governed by the approved (or approved portion of the) State criteria and procedures.” It should also be noted that EPA has changed 40 CFR 51.390 to streamline the requirements for State conformity SIPs. Since a transportation conformity SIP has not been approved for the SJV, the Federal transportation conformity rule still governs.

CONFORMITY REGULATION REQUIREMENTS

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

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

approved by EPA prior to use for making conformity determinations. The budget must be used on or after the effective date of EPA's adequacy finding or approval.

2) *Methods / Modeling:*

Latest Planning Assumptions — Section 93.110 specifies that conformity determinations must be based upon the most recent planning assumptions in force at the time the conformity analysis begins. This is defined as “the point at which the MPO begins to model the impact of the proposed transportation plan or TIP on travel and/or emissions. New data that becomes available after an analysis begins is required to be used in the conformity determination only if a significant delay in the analysis has occurred, as determined through interagency consultation” (EPA, 2004a). All analyses for the Conformity Analysis were conducted using the latest planning assumptions and emissions models in force at the time the conformity analysis started in January 2007 (see Chapter 2).

Latest Emissions Models — Section 93.111 requires that the latest emission estimation models specified for use in SIPs must be used for the conformity analysis. EMFAC2007 was used in the Conformity Analysis and is documented in Chapter 3.

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

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

- MPOs are required to provide reasonable opportunity for consultation with State air agencies, local air quality and transportation agencies, the USDOT and EPA (Section 93.105(a)(1)).
- MPOs are required to establish a proactive public involvement process, which provides opportunity for public review and comment prior to taking formal action on a conformity determination (Section 93.105(e)).

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

AIR QUALITY DESIGNATIONS APPLICABLE TO THE SAN JOAQUIN VALLEY

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

MCAG is located in the federally designated San Joaquin Valley Air Basin. The borders of the basin are defined by mountain and foothill ranges to the east and west. The northern border is consistent with the county line between San Joaquin and Sacramento Counties. The southern border is less defined, but is roughly bounded by the Tehachapi Mountains and, to some extent, the Sierra Nevada range. Conformity for Amendment #3 to the 2009 Interim FTIP and the 2007 RTP Amendment #2 includes analysis of existing and future air quality impacts for each applicable pollutant.

The San Joaquin Valley is currently designated as nonattainment for the National Ambient Air Quality Standards (NAAQS) for 8-hour ozone, and particulate matter under 2.5 microns in diameter (PM_{2.5}); and has a maintenance plan for particulate matter under 10 microns in diameter (PM-10), as well as a maintenance for carbon monoxide (CO) for the urbanized/metropolitan areas of Kern, Fresno, Stanislaus and San Joaquin Counties. State Implementation Plans have been prepared to address carbon monoxide, ozone, and PM-10:

- The 2004 Revision to the California State Implementation Plan for Carbon Monoxide was approved by EPA on November 30, 2005 (effective January 30, 2006).
- EPA is anticipated to publish a budget adequacy determination for the 2011, 2014, and 2017 conformity budgets contained in the 2007 Ozone Plan in November 2008.
- The 2007 PM-10 Maintenance Plan, which included revisions to the attainment plan, was approved by EPA on November 12, 2008.

EPA also designated the San Joaquin Valley as nonattainment for the 1997 PM_{2.5} standards. A State Implementation Plan has been developed to address the 1997 PM_{2.5} standards; however, EPA has not issued an adequacy determination on the conformity budgets nor approved the Plan. It should be noted that EPA issued a final rule establishing revisions to the 24-hour and annual PM_{2.5} national ambient air quality standard on October 17, 2006. EPA subsequently issued a guidance memo addressing how transportation conformity will be implemented under the revised 24-hour PM_{2.5} standard. In summary, transportation conformity is unaffected because there has been no change to the nonattainment designations.

CONFORMITY TEST REQUIREMENTS

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

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

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

CARBON MONOXIDE

The urbanized/metropolitan areas of Kern, Fresno, Stanislaus and San Joaquin Counties are classified maintenance for carbon monoxide (CO). The motor vehicle emission budgets for carbon monoxide are specified in the *2004 Revision to the California State Implementation Plan for Carbon Monoxide* in tons per average winter day. EPA published a direct final rulemaking approving the plan on November 30, 2005, effective January 30, 2006.

For carbon monoxide, the Federal transportation conformity regulation requires that the TIP and RTP must pass an emissions budget test with a budget that has been approved by EPA for transportation conformity purposes. New conformity budgets have been approved for 2003, 2010 and 2018 for portions of the San Joaquin Valley as provided in the following table.

**Table 1-1
On-Road Motor Vehicle CO Emissions Budgets**

County	2003 Emissions (winter tons/day)	2010 Emissions (winter tons/day)	2018 Emissions (winter tons/day)
Fresno	240	240	240
Kern	180	180	180
San Joaquin	170	170	170
Stanislaus	130	130	130

OZONE

Under the existing conformity regulation, regional emissions analyses for ozone areas must address nitrogen oxides (NO_x) and volatile organic compounds (VOC) precursors. It is important to note that in California, reactive organic gases (ROG) are considered equivalent to and are used in place of volatile organic compounds (VOC). The motor vehicle emission budgets for ozone are specified in the 2007 Ozone Plan in tons per average summer day. EPA is anticipated to publish the notice of adequacy determination for the 2011, 2014, and 2017 budgets in the Federal Register in November 2008.

The SJV has been classified as a Serious nonattainment area for the 8-hour ozone standard. However, the 2007 Ozone Plan requests an Extreme nonattainment classification and attainment date of 2023, and includes the corresponding additional RFP years. The SIP has identified subarea budgets for each MPO in the nonattainment area. For this Conformity Analysis, the SJV will continue to conduct determinations for subarea emission budgets as established in the applicable implementation plan.

The conformity budgets from Table 9.3 of the Plan are provided in the table below; it is anticipated that EPA will publish a budget adequacy determination for the 2011, 2014, and 2017 conformity budgets contained in the 2007 Ozone Plan in November 2008. These budgets will be used to compare to emissions resulting from Amendment #3 to the 2009 Interim FTIP and 2007 RTP Amendment #2. ARB subsequently updated Madera County and San Joaquin County budgets; these updates are reflected in the table below.

Table 1-2
Budgets from the 2007 Ozone Plan
(summer tons/day)

County	2008		2011		2014		2017		2020		2023	
	ROG	NO _x										
Fresno	18.6	58.5	15.5	47.9	12.9	37.2	11.1	29.1	8.0	16.9	7.8	15.7
Kern (SJV)	18.1	93.9	15.7	79.4	13.5	64.1	11.6	49.5	8.5	28.4	8.1	24.8
Kings	3.9	18.3	3.4	15.9	2.8	12.3	2.3	9.4	1.7	5.3	1.6	4.7
Madera	4.4	14.6	3.7	12.2	3.1	9.7	2.6	7.7	1.9	4.8	1.9	4.5
Merced	7.4	35.5	6.2	28.8	5.1	22.3	4.2	17.1	2.9	9.9	2.8	9.0
San Joaquin	13.9	40.0	12.1	34.7	10.1	27.8	8.6	21.3	6.3	12.7	6.3	11.9
Stanislaus	10.5	26.7	9.0	22.3	7.5	17.2	6.5	13.4	4.9	8.0	4.6	7.1
Tulare	10.5	23.4	9.2	20.9	7.7	16.6	6.7	13.1	5.2	8.4	4.8	7.4

PM-10

The 2007 PM-10 Maintenance Plan was approved by EPA on November 12, 2008, which contains motor vehicle emission budgets for PM-10 and NO_x, as well as a trading mechanism. Motor vehicle emission budgets are established based on average annual daily emissions. The motor vehicle emissions budget for PM-10 includes regional reentrained dust from travel on paved roads, vehicular exhaust, travel on unpaved roads, and road construction.

The conformity budgets from Tables 6 and 7 of the Plan are provided below (including the minor technical corrections) and will be used to compare emissions for each analysis year. ARB subsequently updated the 2005 attainment budgets; these updates are reflected in the table below.

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

County	2005		2020	
	PM-10	NOx	PM-10	NOx
Fresno	13.5	59.2	16.1	23.2
Kern(a)	12.1	88.3	14.7	39.5
Kings	3.1	16.7	3.6	6.8
Madera	3.6	13.9	4.7	6.5
Merced	6.2	39.4	6.4	12.9
San Joaquin	9.1	42.6	10.6	17.0
Stanislaus	5.6	29.7	6.7	10.8
Tulare	7.3	25.1	9.4	10.9

(1) Kern County subarea includes only the portion of Kern County within the San Joaquin Valley Air Basin

The PM-10 SIP allows trading from the motor vehicle emissions budget for the PM-10 precursor NOx to the motor vehicle emissions budget for primary PM-10 using a 1.5 to 1 ratio. The trading mechanism allows the agencies responsible for demonstrating transportation conformity in the San Joaquin Valley to supplement the 2005 budget for PM-10 with a portion of the 2005 budget for NOx, and use these adjusted motor vehicle emissions budgets for PM-10 and NOx to demonstrate transportation conformity with the PM-10 SIP for analysis years after 2005. As noted above, EPA approved the 2007 PM-10 Maintenance Plan on November 12, 2008, which includes continued approval of the trading mechanism.

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

PM2.5

EPA and FHWA have indicated that areas violating both the annual and 24-hour standards for PM2.5 must address both standards in the conformity determination. The San Joaquin Valley currently violates both standards, and the conformity determination includes both analyses. Before an adequate or approved SIP budget is available, conformity is generally demonstrated with interim emission tests.

Conformity may be demonstrated if the emissions from the proposed transportation system are either less than or no greater than the 2002 motor vehicle emissions in a given area (see Section

93.119). The 2002 baseline year emissions level must be based on the latest planning assumptions available for the year 2002, the latest emissions model, and appropriate methods for estimating travel and speeds as required by the conformity regulation. PM_{2.5} nonattainment areas may also elect to use the “build-no-greater-than-no-build test”. Conformity is demonstrated if the emissions from the proposed transportation system (“build” scenario) are less than or equal to emissions from the existing transportation system (“no-build” scenario).

The rule allows PM_{2.5} nonattainment areas to choose between the two interim emissions test each time that they determine conformity before adequate or approved PM_{2.5} SIP budgets are established. However, the same test must be used for each analysis year in a given conformity determination. The San Joaquin Valley chooses to use the “no-greater-than-2002 emissions test”. The regional emissions analyses in PM_{2.5} nonattainment areas must consider directly emitted PM_{2.5} motor vehicle emissions from tailpipe, brake wear, and tire wear. In California, areas will use EMFAC2007.

Prior to adequate or approved PM_{2.5} SIP budgets, re-entrained road dust and construction-related fugitive dust from highway or transit projects will only be included in the regional emissions analyses if EPA or ARB has determined that it is a “significant contributor” to the PM_{2.5} regional air quality problem. Until a significance finding is made, PM_{2.5} areas can presume that re-entrained road dust is not a significant contributor and not include road dust in the PM_{2.5} transportation conformity analysis prior to the SIP. In addition, construction-related dust emissions are not to be included in any PM_{2.5} conformity analyses before adequate or approved PM_{2.5} SIP budgets are established. As a result, the SJV PM_{2.5} conformity analysis will not include re-entrained road dust or construction-related fugitive dust from transportation projects. It is important to note that the San Joaquin Valley 2008 PM_{2.5} Plan has been developed and submitted to EPA. This plan indicates that re-entrained road dust and construction-related dust emissions are not significant. However, EPA has not acted on the budgets at this time.

In addition, prior to the submission of a SIP, NO_x emissions must be considered, unless both ARB and EPA make a finding the NO_x is not a “significant contributor” to the PM_{2.5} air quality problem. Conversely, VOC, SO_x, and ammonia emissions do not have to be considered in conformity, unless either ARB or EPA makes a finding that onroad emissions of any of these precursors is a “significant contributor” to the area’s PM_{2.5} air quality issues. It is important to note that the San Joaquin Valley 2008 PM_{2.5} Plan has been developed and submitted to EPA. This plan indicates that VOC, Sox, and ammonia emissions are not significant. However, EPA has not acted on the budgets at this time. As a result, the SJV PM_{2.5} conformity analysis will only address the precursor NO_x.

Table 1-4 summarizes PM_{2.5} and NO_x emission estimates for the 2002 base year by sub-area, as documented in the Final PM_{2.5} Conformity Analysis. These emission estimates were calculated by running EMFAC2007 for the 2002 base year using default vehicle population, VMT, and speed fraction data; the result is then rounded up to the next tenths place (consistent with ARB policy). The 24-hour estimate is multiplied by 365 to yield an annual estimate (rounded to the whole ton).

**Table 1-4
On-Road Motor Vehicle PM2.5 Emissions Budgets**

County	2002 24-Hour (average annual tons per day)		2002 Annual (average annual tons per year)	
	PM2.5	NOx	PM2.5	NOx
Fresno	2.2	63.4	803	23141
Kern	3.7	94.1	1351	34347
Kings	0.8	18.5	292	6753
Madera	0.5	13.7	183	5001
Merced	1.5	37.1	548	13542
San Joaquin	1.5	43.4	548	15841
Stanislaus	1.0	30.2	365	11023
Tulare	0.8	26.4	292	9636

ANALYSIS YEARS

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

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

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

On March 8, 2005, EPA issued Guidance for Determining the "Attainment Year" for Transportation Conformity in new 8-hour ozone and PM2.5 Nonattainment Areas (EPA, 2005b). Per CAA section 172(a)(2), all PM2.5 nonattainment areas will have an initial maximum statutory attainment date of April 5, 2010.

Nonattainment areas that do not have any adequate or approved budgets are not required to demonstrate conformity and perform a regional emissions analysis for their attainment year. For the SJV, this applies to PM2.5. It is important to note that the San Joaquin Valley 2008 PM2.5

Plan has been developed and submitted to EPA. However, EPA has not acted on the budgets at this time. Under Section 93.119(g)(1) of the conformity regulation, nonattainment areas using interim emission tests are required to perform a regional emissions analysis for the following years:

- A year no more than 5 years beyond the year in which the conformity determination is made (e.g., 2010);
- The last year of the transportation plan's forecast period (e.g., 2030); and
- Any additional years within the time frame of the transportation plan so that analysis years are no more than 10 years apart (e.g., 2020).

A summary of the analysis years resulting from the above described rules and guidance for the Conformity Analysis is provided below.

**Table 1-5
San Joaquin Valley Conformity Analysis Years**

Pollutant	Budget Years ¹	Attainment/Maintenance Year	Intermediate Years	RTP Horizon Year
CO	2010	2018	2020	2030
Ozone	2011/2014/2017	2023 ²	2020	2030
PM-10	NA	2020	2010	2030
PM2.5	NA	2010	2020	2030

Section 93.118 (d)(2) indicates that the regional emissions analysis may be performed for any years in the time frame of the transportation plan provided they are not more than ten years apart and provided the analysis is performed for the attainment year (if it is in the time frame of the transportation plan) and the last year of the plan's forecast period. Emissions in years for which consistency with motor vehicle emissions budgets must be demonstrated, as required in paragraph (b) of this section (i.e., each budget year), may be determined by interpolating between the years for which the regional emissions analysis is performed. For CO, the analysis year 2018 will be interpolated from 2010 and 2020.

¹ Budget years that are not in the time frame of the transportation plan are not included as analysis years (e.g., CO 2003, Ozone 2008, and PM-10 2005), although they may be used to demonstrate conformity.

² The attainment year for Serious 8-hour Ozone areas is 2013; however, the 2007 Ozone Plan requests reclassification to Extreme which has an attainment year of 2023.

CHAPTER 2 LATEST PLANNING ASSUMPTIONS AND TRANSPORTATION MODELING

LATEST PLANNING ASSUMPTIONS

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

According to the conformity regulation, the time the conformity analysis begins is “the point at which the MPO or other designated agency begins to model the impact of the proposed transportation plan or FTIP on travel and/or emissions.” The conformity analysis and initial modeling began in January 2007. A summary of transportation model updates and latest planning assumptions was transmitted to the Model Coordinating Committee (MCC) for interagency consultation. The summary was discussed on the October 11, 2007 MCC conference call. Both EPA and FHWA subsequently indicated that there were no comments or concerns regarding the summary.

Key elements of the latest planning assumption guidance include:

- Areas are strongly encouraged to review and strive towards regular five-year updates of planning assumptions, especially population, employment and vehicle registration assumptions.
- The latest planning assumptions must be derived from the population, employment, travel and congestion estimates that have been most recently developed by the MPO (or other agency authorized to make such estimates) and approved by the MPO.
- Conformity determinations that are based on information that is older than five years should include written justification for not using more recent information. For areas where updates are appropriate, the conformity determination should include an anticipated schedule for updating assumptions.
- The conformity determination must use the latest existing information regarding the effectiveness of the transportation control measures (TCMs) and other implementation plan measures that have already been implemented.

The Merced County Association of Governments uses the TP+/VIPER transportation model. The model was validated in 2003 for the 2000 base year. The latest planning assumptions used in the transportation model validation and Conformity Analysis is summarized in Table 2-1.

**Table 2-1
Summary of Latest Planning Assumptions for the MCAG Conformity Analysis**

Assumption	Year and Source of Data (MPO action)	Modeling	Next Scheduled Update
Population	Base Year: Census 2000 Projections: based on DOF 2004. Approved by by MCAG in March 2004 and re-approved April 2007.	This data is disaggregated to the TAZ level for input into the TP+/VIPER for the base year validation.	Next update to land use forecasts is anticipated to be in 2009.
Employment	Base Year: EDD 2001. Projections: based on Caltrans 2003 Approved by by MCAG in March 2004 and re-approved April 2007.	This data is disaggregated to the TAZ level for input into the TP+/VIPER for the base year validation.	Next update to employment forecast is anticipated to be in 2009.
Traffic Counts	The transportation model was validated to the base year using year 2000 traffic counts collected by Caltrans, local jurisdictions, and MCAG.	TP+/VIPER was validated using these traffic counts.	Traffic counts are updated every five to ten years, if funds are available.
Vehicle Miles of Travel	The transportation model was validated in 2003 to the 2000 base year.	TP+/VIPER is the transportation model used to estimate VMT in Merced County	VMT is an output of the transportation model; VMT is affected by the TIP/RTP project updates and is included in each new conformity analysis
Speeds	Posted speeds are used in the Merced County model. The model is validated using free flow speeds and common practice speed flow curves. Speed distributions were updated in EMFAC 2007, using methodology approved by ARB and with information from the transportation model.	TP+/VIPER EMFAC 2007	Posted speed limits will be updated in the next transportation model validation. A feedback loop may be considered if warranted in the future.
Vehicle Registrations	EMFAC 2007 is the most recent model for use in California conformity analyses. Vehicle registration data is included by ARB in the model and cannot be updated by the user.	EMFAC 2007	ARB has committed to update the fleet information in EMFAC on a 3-year cycle (see 1/31/06 letter to EPA and FHWA). The next update is scheduled to occur in 2010.
State Implementation Plan Measures	Latest implementation status of commitments in prior SIPs.	Emission reduction credits consistent with the SIPs are post-processed via spreadsheets as documented in Ch. 4.	Updated for every conformity analysis.

SOCIOECONOMIC DATA

POPULATION, EMPLOYMENT AND LAND USE

The conformity regulation requires documentation of base case and projected population, employment, and land use used in the transportation modeling. USDOT/EPA guidance indicates that if the data is more than five years old, written justification for the use of older data must be provided. In addition, documentation is required for how land use development scenarios are consistent with future transportation system alternatives, and the reasonable distribution of employment and residences for each alternative.

Supporting Documentation:

Population and Employment were forecasted in consultation with local planners using a “top-down” approach whereby a county-level forecast was based on the latest available state forecasts, then sub-allocated down to lower geographic boundaries and traffic analysis zones based on adopted local general plans. MCAG used the Department of Finance’s county-level projections, published in 2001, as the basis for the population forecast. The DOF projections were adjusted upward to include UC Merced-related growth, which was not assumed in their projections. The county-wide employment projections were based on the California Department of Transportation’s Economic Forecast published in December 2003.

The latest forecast was adopted by the MCAG Governing Board in March 2004 and the next update is anticipated to be in 2009.

TRANSPORTATION MODELING

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

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

The transportation conformity rule (section 93.122(b)) requires the use of network-based transportation models for serious, severe and extreme ozone nonattainment areas if their metropolitan planning region contains an urbanized population of more than 200,000. Merced County does not contain an urbanized area of that size. However, MCAG has used a network-based model since 1991. The model software is TP+/Viper. It covers the County of Merced, has 526 Traffic Analysis Zones (TAZs), and does not include a mode-choice model, feedback component, or peak-hour component.

TRAFFIC COUNTS

The conformity regulation requires documentation that a network-based travel model is in use that is validated against observed counts for a base year no more than 10 years before the date of the conformity determination. Document that the model results have been analyzed for reasonableness and compared to historical trends and explain any significant differences between past trends and forecasts (for per capita vehicle-trips, VMT, trip lengths mode shares, time of day, etc.).

Supporting Documentation:

The transportation model was validated to the 2000 base year using 150 traffic counts from the year 2000, collected by Caltrans, local jurisdictions, and MCAG.

SPEEDS

The conformity regulation requires documentation of the use of capacity sensitive assignment methodology and emissions estimates based on a methodology that differentiates between peak and off-peak volumes and speeds, and bases speeds on final assigned volumes. In addition, documentation of the use of zone-to-zone travel impedances to distribute trips in reasonable agreement with the travel times estimated from final assigned traffic volumes. Where transit is a significant factor, document that zone-to-zone travel impedances used to distribute trips are used to model mode split. Finally, document that reasonable methods were used to estimate traffic speeds and delays in a manner sensitive to the estimated volume of travel on each roadway segment represented in the travel model.

Supporting Documentation:

Posted speeds are used in the Merced County model. The model is validated using free flow speeds and common practice speed flow curves.

Speed distributions were updated in EMFAC 2007, using methodology approved by ARB and with information from the transportation model.

TRANSIT

The conformity regulation requires documentation of any changes in transit operating policies and assumed ridership levels since the previous conformity determination. Document the use of the latest transit fares and road and bridge tolls.

Supporting Documentation:

Transit mode share is less than 1% of the total travel in Merced County. Given the relatively low population and rural character of the county, transit usage is not expected to rise above 2% even by 2030, the horizon year of the Regional Transportation Plan and this analysis. There is no transit component in the MCAG travel demand model. Therefore, while there are air quality benefits from the transit service and they can be expected to increase, they are not quantified as part of this analysis.

VALIDATION/CALIBRATION

The conformity regulation requires documentation that the model results have been analyzed for reasonableness and compared to historical trends and explain any significant differences between past trends and forecasts (for per capita vehicle-trips, VMT, trip lengths mode shares, time of day, etc.). In addition, documentation of how travel models are reasonably sensitive to changes in time, cost, and other factors affecting travel choices is required. The use of HPMS, or a locally developed count-based program or procedures that have been chosen to reconcile and calibrate the network-based travel model estimates of VMT must be documented.

Supporting Documentation:

The model was validated by comparing its estimates of base year traffic conditions with base year traffic counts. The base year validations meet standard criteria for replicating total traffic volumes on various road types and for percent error on links. The base year validation also meets standard criteria for percent error relative to traffic counts on groups of roads (screenlines) throughout each county.

For Serious and above nonattainment areas, transportation conformity guidance, Section 93.122(b)(3) of the conformity rule states:

Highway Performance Monitoring System (HPMS) estimates of vehicle miles traveled (VMT) shall be considered the primary measure of VMT within the portion of the nonattainment or maintenance area and for the functional classes of roadways included in HPMS, for urban areas which are sampled on a separate urban area basis. For areas with network-based travel models, a factor (or factors) may be developed to reconcile and calibrate the network-based travel model estimates of VMT in the base year of its validation to the HPMS estimates for the same period. These factors may then be applied to model estimates of future VMT. In this factoring process, consideration will be given to differences between HPMS and network-based travel models, such as differences in the facility coverage of the HPMS and the modeling network description. Locally developed count-based programs and other departures from these procedures are permitted subject to the interagency consultation procedures.

FUTURE NETWORKS

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

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

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

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

Supporting Documentation:

The build highway networks include qualifying projects based on Amendment #3 to the 2009 Interim Federal Transportation Improvement Program and the 2007 Regional Transportation Plan Amendment #2. Not all of the street and freeway projects included in the FTIP/RTP qualify for inclusion in the highway network. Projects that call for study, design, right-of-way acquisition, or non-capacity improvements are not included in the networks. When these projects result in actual facility construction projects, the associated capacity changes are coded into the network as appropriate. Since the networks define capacity in terms of number of through traffic lanes, only construction projects that increase the lane-miles of through traffic are included.

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

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

TRAFFIC ESTIMATES

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

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

Horizon Year	Total Population (thousands)	Employment (thousands)	Average Weekday VMT (millions)	Total Lane Miles
2010	276	95	8.47	2,663
2011	282	97	8.72	Not applicable
2014	301	103	9.40	Not applicable
2017	320	109	10.15	Not applicable
2020	340	116	10.87	2,706
2023	363	122	11.93	Not applicable
2030	417	137	14.42	2,706

VEHICLE REGISTRATIONS

Merced County Association of Governments does not estimate vehicle registrations, age distributions or fleet mix. Rather, current forecasted estimates for these data are developed by CARB and included in the EMFAC2007 model. EMFAC2007 is the most recent model for use in California conformity analyses. Vehicle registrations, age distribution and fleet mix are developed and included in the model by CARB and cannot be updated by the user.

STATE IMPLEMENTATION PLAN MEASURES

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

OZONE

Committed control measures in the 2007 Ozone Plan that reduce mobile source emissions and are included in the conformity demonstration are shown in Table 2-3.

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

Measure Description	Pollutants
District Existing Indirect Source Mitigation and School Bus Fleets rules	Summer NOx
ARB existing Reflash, Idling, and Moyer	Summer ROG Summer NOx
District Proposed Employee Trip Reduction	Summer ROG Summer NOx

NOTE: While the ARB Proposed passenger and truck measures included in the Draft State Strategy were included in the 2007 Ozone Plan and conformity budgets, they are not included in the conformity analysis. EPA has indicated that these measures cannot be included, since there is no written commitment to the specific control measures contained in the SIP.

PM-10

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

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

Measure Description	Pollutants
ARB existing Reflash, Idling, and Moyer	PM-10 annual exhaust NOx annual exhaust
District Rule 8061	PM-10 paved road dust PM-10 unpaved road dust
District Rule 8021 Controls	PM-10 road construction dust

PM2.5

Committed control measures in the EPA approved 2007 PM-10 Maintenance Plan that reduce mobile source emissions (exhaust only) are shown in the table above. It is important to note that the PM-10 exhaust reductions are reduced by the ARB size fraction for diesel exhaust to yield a PM2.5 exhaust reduction.

The ARB size fraction data can be accessed at <http://www.arb.ca.gov/ei/speciate/speciate.htm>. The PMSIZE link (under speciation profiles) opens a spreadsheet that contains size fractions. Row 75 of the spreadsheet specifies that the diesel exhaust fraction of PM-10 that represents PM2.5 or smaller is 0.92. This fraction was used because the approved ARB control measure in the EPA approved Amended 2003 PM-10 Plan only affects diesel vehicle exhaust.

The PM-10 diesel exhaust emission reductions are reduced by the ARB size fraction for diesel vehicle exhaust to yield a PM2.5 diesel exhaust emission reduction. This is documented in the spreadsheet EMFAC explanation tab. The PM2.5 fraction is calculated by multiplying the PM-10 diesel exhaust fraction by the ARB size fraction 0.92.

CHAPTER 3 AIR QUALITY MODELING

The model used to estimate vehicle exhaust emissions for carbon monoxide, ozone precursors, and particulate matter is EMFAC2007. ARB emission factors for PM-10 have been used to calculate reentrained paved and unpaved road dust, and fugitive dust associated with road construction. For the Conformity Analysis, model inputs not dependent on the Transportation Improvement Program or Regional Transportation Plan (RTP) are consistent with the applicable SIPs, which include:

- The 2004 Revision to the California State Implementation Plan for Carbon Monoxide was approved by EPA on November 30, 2005 (effective January 30, 2006).
- EPA is anticipated to publish an adequacy determination for the 2011, 2014, and 2017 conformity budgets contained in the 2007 Ozone Plan in November 2008.
- The 2007 PM-10 Maintenance Plan was approved by EPA on November 12, 2008.

It is important to note that the San Joaquin Valley 2008 PM_{2.5} Plan has been developed and submitted to EPA. However, EPA has not acted on the budget at this time; therefore, the PM_{2.5} Plan is not an applicable SIP.

Regional emissions have been estimated for the horizon years 2010, 2020, 2023 and 2030; other analysis years are interpolated per conformity regulation. The conformity regulation requirements for the selection of the horizon years are summarized in Chapter 1.

EMFAC2007

The EMFAC model (short for EMISSION FACTOR) is a computer model that can estimate emission rates for motor vehicles for calendar years from 1970 to 2040 operating in California. Pollutant emissions for hydrocarbons, carbon monoxide, nitrogen oxides, particulate matter, lead, sulfur oxides, and carbon dioxide are output from the model. Emissions are calculated for passenger cars, eight different classes of trucks, motorcycles, urban and school buses and motor homes.

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

Section 93.111 of the conformity regulation requires the use of the latest emission estimation model in the development of conformity determinations. EMFAC2007 is the latest update to the EMFAC model for use by California State and local governments to meet Clean Air Act (CAA, 1990) requirements. On January 18, 2008 EPA announced the availability of this latest version

of the California EMFAC model for use in State Implementation Plan (SIP) development in California.

Since the transportation conformity regulation (40 CFR 93.110) requires areas to use the latest information for estimating vehicle activity, EPA approved the CARB methodology for updating the default vehicle activity data in EMFAC2002 in April 2003. CARB's methodology, "Recommended Methods for Use of EMFAC2002 to Develop Motor Vehicle Emission Budgets and Assess Conformity," explains how vehicle activity data should be updated. This methodology has not been updated for EMFAC2007, but remains applicable. The methodology explains how each parameter associated with vehicle activity was originally developed in EMFAC, how each parameter is related, and how each can be updated when new data becomes available. These relationships are important when adjusting vehicle trips or VMT (vehicle miles traveled). For example, VMT in EMFAC2007 is directly related to vehicle population and mileage accrual rate. Similarly, start and evaporative vehicle emissions are also related to vehicle population levels. If new VMT data is available, CARB suggests modifying the input vehicle population levels, instead of directly inputting new VMT data, so that start and evaporative emissions are revised appropriately. Updated vehicle activity data can also be input to EMFAC using the WIS interface.

A transportation data template has been prepared to summarize the transportation model output for use in EMFAC 2007. The template includes allocating VMT by speed bin by modeling period, as well as creating a 24-hour VMT percentage by speed bin array for input into EMFAC 2007.

EMFAC was used to estimate exhaust emissions for CO, ozone, PM-10, and PM2.5 conformity demonstrations consistent with the applicable air quality plan. These estimates are further reduced by SIP measures as documented in Chapter 2.

ADDITIONAL PM-10 ESTIMATES

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

CALCULATION OF REENTRAINED DUST FROM PAVED ROAD TRAVEL

The core methodology for estimating paved road dust emissions is based on the algorithm published in the 5th Edition of AP-42 (U.S. EPA) (<http://www.epa.gov/ttn/chief/ap42/ch13/>). ARB default assumptions for roadway silt loading by roadway class, rainfall correction factor average vehicle weight remain unchanged. Emissions are estimated for five roadway classes including freeways, arterials, collectors, local roads, and rural roads. Countywide vehicle miles traveled (VMT) information is used for each road class to prepare the emission estimates.

CALCULATION OF REENTRAINED DUST FROM UNPAVED ROAD TRAVEL

The base methodology for estimating unpaved road dust emissions is based on an ARB methodology in which the miles of unpaved road are multiplied by the assumed vehicle miles traveled (VMT) and an emission factor. In the 2007 PM-10 Maintenance Plan, it is assumed that all non-agricultural unpaved roads within the SJV receive 10 vehicle passes per day. An emission factor of 2.0 lbs PM-10/VMT is used for the unpaved road dust emission estimates. Emissions are estimated for city/county maintained roads.

CALCULATION OF PM-10 FROM ROADWAY CONSTRUCTION

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

PM-10 TRADING MECHANISM

The PM-10 SIP allows trading from the motor vehicle emissions budget for the PM-10 precursor NOx to the motor vehicle emissions budget for primary PM-10 using a 1.5 to 1 ratio. The trading mechanism will be used only for conformity analyses for analysis years after 2005.

PM2.5 APPROACH

EPA issued guidance for creating annual on-road mobile source emission inventories for PM2.5 in August 2005 (EPA, 2005c). The guidance indicates that all areas currently designated nonattainment for PM2.5 are violating the annual standard for the pollutant. Therefore, in order to be consistent with the standard, PM2.5 nonattainment areas must develop annual emission inventories for the purpose of developing SIP budgets and demonstrating transportation conformity.

EMFAC2007 includes data for temperature, relative humidity, and characteristics for gasoline fuel sold that vary by geographic area, calendar year, and month and season. The annual average represents an average of all the monthly inventories. As a result, EMFAC will be run to estimate direct PM_{2.5} and NO_x from motor vehicles for an annual average day that will provide the information for both the annual and 24-hour PM_{2.5} standards.

EPA guidance indicates that State and local agencies need to consider whether vehicle miles traveled (VMT) varies during the year enough to affect PM_{2.5} annual emission estimates. The availability of seasonal or monthly VMT data and the corresponding variability of that data need to be evaluated.

PM_{2.5} areas that are currently using network based travel models must continue to use them when calculating annual emission inventories. The guidance indicates that the interagency consultation process should be used to determine the appropriate approach to produce accurate annual inventories for a given nonattainment area. Whichever approach is chosen, that approach should be used consistently throughout the analysis for a given pollutant or precursor. The interagency consultation process should also be used to determine whether significant seasonal variations in the output of network based travel models are expected and whether these variations would have a significant impact on PM_{2.5} emission estimates.

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

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

The San Joaquin Valley MPOs believe that the average annual day calculated from the current traffic models and EMFAC2007 represent the most accurate data available. The MPOs will continue to discuss and research options that look at how VMT varies by month and season according to the local traffic models.

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

It is important to note that the San Joaquin Valley 2008 PM_{2.5} Plan has been developed and submitted to EPA. The annual inventory methodology contained in the plan and used to establish emissions budgets is consistent with the methodology used herein. However, EPA has not acted on the budget at this time.

Whatever approach is selected, the latest planning assumptions, latest emissions model, and appropriate methods for estimating travel and speeds must be used as required by the conformity regulation. In addition, the selected interim emissions tests should be used consistently when completing a conformity test. That is the regional conformity analysis for the baseline year test should be based on the same approach that was used to develop the baseline inventory for conformity purposes.

The regional emissions analyses in PM_{2.5} nonattainment areas must consider directly emitted PM_{2.5} motor vehicle emissions from tailpipe, brake wear, and tire wear. In California, areas will use EMFAC2007. As indicated under the Conformity Test Requirements, re-entrained road dust and construction-related fugitive dust from highway or transit projects is not included at this time. In addition, NO_x emissions are included; however, VOC, SO_x, and ammonia emissions are not.

SUMMARY OF PROCEDURES FOR REGIONAL EMISSIONS ESTIMATES

Step-by-step air quality modeling procedures, including instructions, references and controls, for the Conformity Analysis are available on the Fresno COG website at [<http://www.fresnocog.org/>]. In addition, documentation of the conformity analysis is provided in Appendix C, including:

- 2009 adjust_vmt Spreadsheet
- 2009 Conformity EMFAC Spreadsheet
- 2009 Conformity Paved Road Spreadsheet
- 2009 Conformity Unpaved Road Dust Spreadsheet
- 2009 Conformity Construction Spreadsheet
- 2009 Conformity Trading Spreadsheet
- 2009 Conformity Totals Spreadsheet

CHAPTER 4 TRANSPORTATION CONTROL MEASURES

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

TRANSPORTATION CONFORMITY REGULATION REQUIREMENTS FOR TCMs

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

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

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

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

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

- (i) programs for improved public transit;
- (ii) restriction of certain roads or lanes to, or construction of such roads or lanes for use by, passenger buses or high occupancy vehicles;
- (iii) employer-based transportation management plans, including incentives;
- (iv) trip-reduction ordinances;
- (v) traffic flow improvement programs that achieve emission reductions;
- (vi) fringe and transportation corridor parking facilities serving multiple occupancy vehicle programs or transit service;
- (vii) programs to limit or restrict vehicle use in downtown areas or other areas of emission concentration particularly during periods of peak use;

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

TCM REQUIREMENTS FOR A TRANSPORTATION PLAN

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

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

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

TCM REQUIREMENTS FOR A TRANSPORTATION IMPROVEMENT PROGRAM

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

“(1) An examination of the specific steps and funding source(s) needed to fully implement each TCM indicates that TCMs which are eligible for funding under title 23 U.S.C. or the Federal Transit Laws are on or ahead of the schedule established in the

applicable implementation plan, or, if such TCMs are behind the schedule established in the applicable implementation plan, the MPO and DOT have determined that past obstacles to implementation of the TCMs have been identified and have been or are being overcome, and that all State and local agencies with influence over approvals or funding for TCMs are giving maximum priority to approval or funding of TCMs over other projects within their control, including projects in locations outside the nonattainment or maintenance area;

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

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

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

APPLICABLE AIR QUALITY IMPLEMENTATION PLANS

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

APPLICABLE IMPLEMENTATION PLAN FOR OZONE

The only applicable ozone plan is the *1994 Ozone Attainment Demonstration Plan* and the *Revised 1996 Rate of Progress Plan*.

The transportation control measures contained in the *1994 Ozone Attainment Demonstration* are not clearly delineated. Both transportation control measures and mobile source measures are discussed under the heading of transportation control measures. The Attainment Demonstration specifically includes Rule 9001 – Commute Based Trip Reduction; however, this rule was never approved by EPA as part of the SIP. In addition, the Revised 1996 Rate of Progress Plan specifically identifies TCMs committed for implementation from 1990 through 1996. The commitments are listed within the following TCM categories:

TCM1 – Traffic Flow Improvements

- TCM2 – Public Transit
- TCM3 – Rideshare Programs (Rule 9001)
- TCM4 – Bicycle Programs
- TCM5 – Alternative Fuels Program

Most of the TCMs in the plans were implemented in the short term, and have been fully implemented. As a result, any resulting creditable emission reduction benefits have been incorporated into the traffic forecasts for the region. However, the TIP/RTP provides continued funding for transportation projects that support TCM programs (e.g., traffic flow improvements, public transit, rideshare programs, and bicycle programs). In addition, voluntary implementation of Rule 9001 (Employee Commute Options) is ongoing even though the Rule was not approved by EPA and cannot be implemented as a mandatory program under SB437.

APPLICABLE IMPLEMENTATION PLAN FOR PM-10

The 2007 PM-10 Maintenance Plan was approved by EPA on November 12, 2008. No new local agency control measures were included in the Plan.

The Amended 2003 PM-10 Plan was approved by EPA on April 28, 2004 (effective June 25, 2004). A local government control measure assessment was completed for this plan. The analysis focused on transportation-related fugitive dust emissions, which are not TCMs by definition. The local government commitments are included in the *Regional Transportation Planning Agency Commitments for Implementation Document, April 2003*.

However, the *Amended 2002 and 2005 Ozone Rate of Progress Plan* contains commitments that reduce ozone related emissions; these measures are documented in the *Regional Transportation Planning Agency Commitments for Implementation Document, April 2002*. These commitments are included by reference in the Amended 2003 PM-10 Plan to provide emission reductions for precursor gases and help to address the secondary particulate problem. Since these commitments are included in the Plan by reference, the commitments were approved by EPA as TCMs. Accordingly, they will be tracked for timely implementation through 2010.

IDENTIFICATION OF 2002 RACM THAT REQUIRE TIMELY IMPLEMENTATION DOCUMENTATION

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

The RTPA Commitment Documents, Volumes One and Two, dated April 2002 (Ozone RACM) were reviewed, using a “Summary of Commitments” table. Commitments that contain specific Federal funding/transportation projects/schedules were identified for further documentation. In some cases, local jurisdictions used the same Federal funding/transportation projects/schedules

for various measures; these were identified as combined with (“comb w/”) reference as appropriate. A not applicable (“NA”) was noted where federally-funded project is vehicle technology based, fuel based, and maintenance based measures (e.g., LEV program, retrofit programs, clean fuels - CNG buses, etc.).

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

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

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

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

The Project TID table that was prepared at the request of FHWA for the 2004 Conformity Analysis has been updated in each subsequent conformity analysis (e.g., 8-hour, PM2.5, 2007 TIP). This documentation has been updated as part of this Conformity Analysis. A summary of this information is provided in Appendix E.

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

A new 2002 RACM TID Table was prepared in 2006 to address the more general RACM commitments that require additional timely implementation documentation per EPA. A brief summary of the commitment, including finite end dates if applicable, is included for each

measure. The MPOs provided a status update regarding implementation in consultation with their member jurisdictions. If a specific project has been implemented, it is included in the Project TID Table under “Additional Projects Identified”. This documentation was included in the Conformity Analysis for the 2007 TIP and 2004 RTP (as amended) that was approved by FHWA in October 2006. The 2002 RACM TID Table has been updated part of this Conformity Analysis. A summary of this information is provided in Appendix E.

TCM FINDINGS FOR THE TIP AND REGIONAL TRANSPORTATION PLAN

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

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

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

In May 2003, the San Joaquin Valley COG Directors committed to conduct feasibility analyses as part of each new RTP in support of the 2003 PM-10 Plan. While this commitment was retained in the 2007 PM-10 Maintenance Plan, it is important to note that there is no new RTP development with Amendment #3 to the 2009 Interim FTIP. As a result, there is no update to the 2007 conformity analysis with respect to inclusion of additional long-range local government control measures.

CHAPTER 5 INTERAGENCY CONSULTATION

The requirements for consultation procedures are listed in the Transportation Conformity Regulations under section 93.105. Consultation is necessary to ensure communication and coordination among air and transportation agencies at the local, State and Federal levels on issues that would affect the conformity analysis such as the underlying assumptions and methodologies used to prepare the analysis. Section 93.105 of the conformity regulation notes that there is a requirement to develop a conformity SIP that includes procedures for interagency consultation, resolution of conflicts, and public consultation as described in paragraphs (a) through (e). Section 93.105(a)(2) states that prior to EPA approval of the conformity SIP, “MPOs and State departments of transportation must provide reasonable opportunity for consultation with State air agencies, local air quality and transportation agencies, DOT and EPA, including consultation on the issues described in paragraph (c)(1) of this section, before making conformity determinations.” The SJVUAPCD adopted Rule 9120 Transportation Conformity on January 19, 1995 in response to requirements in Section 176(c)(4)(c) of the Clean Air Act as amended in 1990. Since EPA has not approved Rule 9120 (the conformity SIP), the conformity regulation requires compliance with 40 CFR 93.105 (a)(2) and (e) and 23 CFR 450.

Section 93.112 of the conformity regulation requires documentation of the interagency and public consultation requirements according to Section 93.105. A summary of the interagency consultation and public consultation conducted to comply with these requirements is provided below. Appendix F includes the public hearing process documentation. The response to comments received as part of the public comment process are included in Appendix G.

INTERAGENCY CONSULTATION

Consultation is generally conducted through the San Joaquin Valley Model Coordinating Committee. The San Joaquin Valley Model Coordinating Committee (MCC) 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 California Clean Air Act requirements. Each of the eight Valley Metropolitan Planning Organizations (MPOs) and the San Joaquin Valley Unified Air Pollution Control District (SJVUAPCD) 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>

The interagency consultation process for the 2009 TIP Conformity Analysis began on the October 11, 2007 MCC conference call with a discussion of the timeline and approach, as well as a review of the latest planning assumptions to be used. A comment period was provided for the summary of latest planning assumptions and both FHWA and EPA responded that they had no comments. Interagency consultation was conducted on the proposed processes, instructions for

regional emission estimates, and draft boilerplate documentation in March 2008. All documentation is contained on the 2009 Conformity web-page on Fresno COG website (see information located at <http://www.fresnocog.org>)

Due to uncertainty with EPA's PM10 Maintenance Plan approval schedule, each MPO prepared both the 2009 FTIP/Conformity Analysis and an Interim TIP (which would allow some, but not all projects to move forward) for public review.

The 2007 PM-10 Maintenance Plan and Request for Redesignation was submitted to EPA on November 16, 2007. EPA proposed approval of the Plan and conformity budgets on April 25, 2008. In early April, EPA indicated that final action on the plan could be available by late June 2008. On May 15, 2008, EPA provided a signed Federal Register notice for the technical corrections to the motor vehicle budgets which included an extension of the public comment period to June 10, 2008. EPA then indicated that final action on the plan could be available by late July 2008.

In early June 2008, EPA indicated that they would be unable to issue final action on the PM-10 Maintenance Plan (thus providing conformity budgets needed for the 2009 FTIP) by July 31, 2008 due to two exceedances of the standard monitored in late-May. Consequently, the 2009 Interim FTIPs were then adopted in July 2008 by each of the SJV MPOs and submitted to Caltrans by August 1, 2008 for inclusion in the 2009 FSTIP. There was no action taken on the Draft 2009 TIP, corresponding Conformity Analysis, or Draft 2007 RTP Amendments. In summary, there are approximately 100 projects with \$2.4 billion in funding that are not included in the Interim TIP four year element (FY 08/09 through FY 11/12).

In July, 2008, EPA indicated that the anticipated date of final action on the Maintenance Plan was September 2008. However, it was unclear what impact the current and/or future exceedances of the PM-10 standard have on meeting this schedule. Consequently, both FHWA and Caltrans requested that the SJV MPOs process a first off-cycle amendment to the 2009 Interim FTIP that relies on a previous emissions analysis. In response, the SJV MPOs drafted Amendment #2 and released for public review in September, with Board adoption scheduled for October. This amendment included approximately 75 (of the 100) projects that were determined to be eligible to rely on a previous emissions analysis and be added to the Interim TIPs.

On September 24, 2008, EPA signed the approval notice for the San Joaquin Valley 2007 PM-10 Maintenance Plan, including motor vehicle emissions budgets for conformity. These budgets replace the previously approved budgets and invalidates Amendment #2 that Relies on a Previous Emissions Analysis. Consequently, each MPO has withdrawn Amendment #2 from public review and Board consideration in October.

At least three MPOs need to process Type #2 and/or Type #3 amendments (no conformity analysis required) prior to this conformity analysis. These amendments are being labeled #2 to the 2009 Interim FTIP and will be processed in accordance with the applicable Public Participation Plan.

The SJV MPOs began drafting Amendment #3 to the 2009 Interim FITP to add project phases and/or projects that were not included in the 2009 Interim TIPs in October. A new conformity determination and new regional emissions analysis is required for Amendment #3. It is anticipated that Amendment #3 will be released for public review in November, with public hearings to be conducted in December, followed by Board adoption in January 2009. Federal approval of Amendment #3 and the corresponding Conformity Analysis is anticipated in March 2009.

Interagency consultation also includes the local transportation providers in the MPO region (e.g., cities, transit districts). The cities, county and transit district include representative on the Technical Planning Committee (TPC). The RTP and FTIP are developed in concert with the TPC which then makes advisory recommendations to the Technical Review Board (TRB) consisting of the city managers and the county administrative officer. Finally, action is taken by the MCAG Governing Board, which consists of elected representatives from the county and each of the six cities

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 the subject of a public notice and 30 day review period prior to adoption. A public meeting is also conducted prior to adoption and all public comments are responded to in writing. The Appendices contain corresponding documentation supporting the public involvement procedures.

CHAPTER 6 TIP AND RTP CONFORMITY

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

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

This chapter presents the results of the conformity tests, satisfying the remaining requirement of the transportation conformity regulation. Separate tests were conducted for 8-hour ozone (ROG and NO_x), particulate matter under ten and 2.5 microns in diameter (PM-10 and PM_{2.5}). The applicable conformity tests were reviewed in Chapter 1. For each test, the required emissions estimates were developed using the transportation and emission modeling approaches required under the transportation conformity regulation and summarized in Chapters 2 and 3. The results are summarized below, followed by a more detailed discussion of the findings for each pollutant. Table 6-1 presents results for ozone (ROG/NO_x), PM-10 (PM-10/NO_x), and PM_{2.5} (PM_{2.5}/NO_x) respectively, in tons per day for each of the horizon years tested.

For ozone, the applicable conformity test is the emissions budget test, using the 2007 Ozone Plan budgets established for ROG and NO_x for an average summer (ozone) season day. EPA is anticipated to publish the notice of adequacy determination for the 2011, 2014, and 2017 conformity budgets in the Federal Register in November 2008. The modeling results for all analysis years indicate that the on-road vehicle ROG and NO_x emissions predicted for each of the “Build” scenarios are less than the emissions budgets. The TIP/RTP therefore satisfy the conformity emissions test for volatile organic compounds and nitrogen oxides.

For PM-10, the applicable conformity test is the emissions budget test, using the 2007 PM-10 Maintenance Plan budgets for PM-10 and NO_x. This Plan was approved by EPA on November 12, 2008. The modeling results for all analysis years indicate that the PM-10 emissions predicted for the “Build” scenarios are less than the emissions budgets for 2005 and 2020. The TIP/RTP therefore satisfy the conformity emissions tests for PM-10.

For PM_{2.5}, areas violating both the annual and 24-hour standards for PM_{2.5} must address both standards in the conformity determination. The San Joaquin Valley currently violates both standards, and the conformity determination includes both analyses. Before an adequate or

approved SIP budget is available, conformity is generally demonstrated with interim emission tests. Conformity may be demonstrated if the emissions from the proposed transportation system are either less than or no greater than the 2002 motor vehicle emissions in a given area (see Section 93.119). The San Joaquin Valley chose to use the “no-greater-than-2002 emissions test”. The modeling results for all analysis years indicated that the “Build” scenarios are less than the 2002 Base Year emissions estimates for both the 24-hour and annual standards. The TIP/RTP therefore satisfy the conformity emissions tests for PM2.5.

As all requirements of the Transportation Conformity regulation have been satisfied, a finding of conformity for Amendment #3 to the 2009 Interim Federal Transportation Improvement Program and the 2007 Regional Transportation Plan, Amendment #2 is supported.

**Table 6-1
Conformity Results Summary**

		ROG (tons/day)	NOx (tons/day)	ROG	NOx
	Ozone	2011 Budget	6.2	28.8	
2011		5.9	27.3	YES	YES
2014 Budget		5.1	22.3		
2014		4.7	20.9	YES	YES
2017 Budget		4.2	17.1		
2017		3.9	15.9	YES	YES
2020		3.4	12.7	YES	YES
2023		3.1	10.9	YES	YES
2030		2.9	9.9	YES	YES

		PM-10 (tons/day)	NOx (tons/day)	PM-10	NOx
	PM-10	Adjusted 2005 Budget	6.2	39.4	
2010		6.2	30.4	YES	YES
Adjusted 2020 Budget		6.3	13.1		
2020		6.3	12.8	YES	YES
Adjusted 2030 Budget		7.5	11.3		
2030		7.5	10.0	YES	YES

		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
	PM2.5 24-Hour Standard	2002 Base Year	1.5	37.1	
2010		1.3	30.4	YES	YES
2020		0.7	12.8	YES	YES
2030		0.7	10.0	YES	YES

		PM2.5 (tons/year)	NOx (tons/year)	PM2.5	NOx
	PM2.5 Annual Standard	2002 Base Year	548	13542	
2010		475	11096	YES	YES
2020		256	4672	YES	YES
2030		256	3650	YES	YES

REFERENCES

- CAA. 1990. *Clean Air Act*, as amended November 15, 1990. (42 U. S. C. Section 7401et seq.) November 15, 1990.
- EPA. 1993. 40 CFR Parts 51 and 93. *Criteria and Procedures for Determining Conformity to State or Federal Implementation Plans of Transportation Plans, Programs and Projects Funded or Approved Under Title 23 U.S.C. or the Federal Transit Act*. U.S. Environmental Protection Agency. Federal Register, November 24, 1993, Vol. 58, No. 225, p. 62188.
- EPA. 2004. 40 CFR Part 93. *Transportation Conformity Rule Amendments for the New 8-hour Ozone and PM_{2.5} National Ambient Air Quality Standards and Miscellaneous Revisions for Existing Areas; Transportation Conformity Rule Amendments – Response to Court Decision and Additional Rule Changes*. U.S. Environmental Protection Agency. Federal Register, July 1, 2004, Vol. 69, No. 126, p. 40004.
- EPA. 2004b. *Companion Guidance for the July 1, 2004, Final Transportation Conformity Rule: Conformity Implementation in Multi-jurisdictional Nonattainment and Maintenance Areas for Existing and New Air Quality Standards*. U.S. Environmental Protection Agency. July 21, 2004.
- EPA. 2005. *Transportation Conformity Rule Amendments for the New PM_{2.5} National Ambient Air Quality Standards: PM_{2.5} Precursors; Final Rule*. U.S. Environmental Protection Agency. Federal Register, May 6, 2005, Vol. 70, No. 87, p. 24280.
- EPA. 2005b. *Guidance for Determining the “Attainment Years” for Transportation Conformity in New 8-Hour Ozone and PM_{2.5} Nonattainment Areas*. U.S. Environmental Protection Agency. Memorandum, March 8, 2005.
- EPA. 2005c. *Guidance for Creating Annual On-Road Mobile Source Emission Inventories for PM_{2.5} Nonattainment Areas for Use in SIPs and Conformity*. U.S. Environmental Protection Agency. EPA420-B-05-008. August 2005
- EPA/DOT. 1991a. *Guidance for Determining Conformity of Transportation Plans, Programs, and Projects with Clean Air Act Implementation Plans During Phase I of the Interim Period*. U.S. Environmental Protection Agency and Department of Transportation. June 7, 1991.
- EPA/DOT. 1991b. *Guidance for Determining Conformity of Transportation Plans, Programs, and Projects with Clean Air Act Implementation Plans During Phase I of the Interim Period*. Extended Applicability of the Interim Conformity Guidance. U.S. Environmental Protection Agency and Department of Transportation. October 25, 1991.
- USDOT. 2001. *Use of Latest Planning Assumptions in Conformity Determinations*. Memorandum from U.S. Department of Transportation. January 18, 2001.

APPENDIX A

CONFORMITY CHECKLIST

Conformity Analysis Documentation

FHWA Checklist for MPO TIPs/RTPs

(checklist version: June 27, 2005)

40 CFR	Criteria	Page(s)	Comments
§93.102	Document the applicable pollutants and precursors for which EPA designates the area as nonattainment or maintenance. Describe the nonattainment or maintenance area and its boundaries.	9	
§93.104 (b, c)	Document the date that the MPO officially adopted, accepted or approved the TIP/RTP and made a conformity determination. Include a copy of the MPO resolution. Include the date of the last prior conformity finding.	1	
§93.104 (e)	If the conformity determination is being made to meet the timelines included in this section, document when the new motor vehicle emissions budget was approved or found adequate.	N/A	
§93.106 (a)(2)ii	Describe the regionally significant additions or modifications to the existing transportation network that are expected to be open to traffic in each analysis year. Document that the design concept and scope of projects allows adequate model representation to determine intersections with regionally significant facilities, route options, travel times, transit ridership and land use.	App. B, 18-21	
§93.108	Document that the TIP/RTP is financially constrained (23 CFR 450).	1	
§93.109 (a, b)	Document that the TIP/RTP complies with any applicable conformity requirements of air quality implementation plans (SIPs) and court orders.	Chs. 1-6	
§93.109 (c-k)	Provide either a table or text description that details, for each pollutant and precursor, whether the interim emissions tests and/or the budget test apply for conformity. Indicate which emissions budgets have been found adequate by EPA, and which budgets are currently applicable for what analysis years.	10-15	
§93.110 (a, b)	Document the use of latest planning assumptions (source and year) at the "time the conformity analysis begins," including current and future population, employment, travel and congestion. Document the use of the most recent available vehicle registration data. Document the date upon which the conformity analysis was begun.	16-21	
USDOT/ EPA guidance	Document the use of planning assumptions less than five years old. If unable, include written justification for the use of older data. (1/18/02)	16-21	
§93.110 (c,d,e,f)	Document any changes in transit operating policies and assumed ridership levels since the previous conformity determination. Document the use of the latest transit fares and road and bridge tolls. Document the use of the latest information on the effectiveness of TCMs and other SIP measures that have been implemented. Document the key assumptions and show that they were agreed to through Interagency and public consultation.	20	
§93.111	Document the use of the latest emissions model approved by EPA.	24	
§93.112	Document fulfillment of the interagency and public consultation requirements outlined in a specific implementation plan according to §51.390 or, if a SIP revision has not been completed, according to §93.105 and 23 CFR 450. Include documentation of consultation on conformity tests and methodologies as well as responses to written comments.	35-37, App. G	
§93.113	Document timely implementation of all TCMs in approved SIPs. Document that implementation is consistent with schedules in the applicable SIP and document whether anything interferes with timely implementation. Document any delayed TCMs in the applicable SIP and describe the measures being	29-34	

	taken to overcome obstacles to implementation.		
§93.114	Document that the conformity analyses performed for the TIP is consistent with the analysis performed for the Plan, in accordance with 23 CFR 450.324(f)(2).	Covers both	
§93.118 (a, c, e)	For areas with SIP budgets: Document that emissions from the transportation network for each applicable pollutant and precursor, including projects in any associated donut area that are in the Statewide TIP and regionally significant non-Federal projects, are consistent with any adequate or approved motor vehicle emissions budget for all pollutants and precursors in applicable SIPs.	38-39	
§93.118 (b)	Document for which years consistency with motor vehicle emissions budgets must be shown.	10-15	
§93.118 (d)	Document the use of the appropriate analysis years in the regional emissions analysis for areas with SIP budgets, and the analysis results for these years. Document any interpolation performed to meet tests for years in which specific analysis is not required.	38-40	
§93.119 ¹	For areas without applicable SIP budgets: Document that emissions from the transportation network for each applicable pollutant and precursor, including projects in any associated donut area that are in the Statewide TIP and regionally significant non-Federal projects, are consistent with the requirements of the "Action/Baseline", "Action/1990" and/or "Action/2002" interim emissions tests as applicable.	38-40	
§93.119 (g)	Document the use of the appropriate analysis years in the regional emissions analysis for areas without applicable SIP budgets.	10-15	
§93.119 (h,i)	Document how the baseline and action scenarios are defined for each analysis year.	24-28	
§93.122 (a)(1)	Document that all regionally significant federal and non-Federal projects in the nonattainment/maintenance area are explicitly modeled in the regional emissions analysis. For each project, identify by which analysis it will be open to traffic. Document that VMT for non-regionally significant Federal projects is accounted for in the regional emissions analysis	21, App B	
§93.122 (a)(2, 3)	Document that only emission reduction credits from TCMs on schedule have been included, or that partial credit has been taken for partially implemented TCMs. Document that the regional emissions analysis only includes emissions credit for projects, programs, or activities that require regulatory action if: the regulatory action has been adopted; the project, program, activity or a written commitment is included in the SIP; EPA has approved an opt-in to the program, EPA has promulgated the program, or the Clean Air Act requires the program (indicate applicable date). Discuss the implementation status of these programs and the associated emissions credit for each analysis year.	22-24	
§93.122 (a)(4,5,6)	For nonregulatory measures that are not included in the STIP, include written commitments from appropriate agencies. Document that assumptions for measures outside the transportation system (e.g. fuels measures) are the same for baseline and action scenarios. Document that factors such as ambient temperature are consistent with those used in the SIP unless modified through interagency consultation.	N/A	
§93.122 (b)(1)(i) ²	Document that a network-based travel model is in use that is validated against observed counts for a base year no more than 10 years before the date of the conformity determination. Document that the model results have been analyzed for reasonableness and compared to historical trends and explain any significant differences between past trends and forecasts (for per capita vehicle-trips, VMT, trip lengths mode shares, time of day, etc.).	N/A ²	
§93.122	Document the land use, population, employment, and other network-based	N/A ²	

(b)(1)(ii) ²	travel model assumptions.		
§93.122 (b)(1)(iii) ²	Document how land use development scenarios are consistent with future transportation system alternatives, and the reasonable distribution of employment and residences for each alternative.	N/A ²	
§93.122 (b)(1)(iv) ²	Document use of capacity sensitive assignment methodology and emissions estimates based on a methodology that differentiates between peak and off-peak volumes and speeds, and bases speeds on final assigned volumes.	N/A ²	
§93.122 (b)(1)(v) ²	Document the use of zone-to-zone travel impedances to distribute trips in reasonable agreement with the travel times estimated from final assigned traffic volumes. Where transit is a significant factor, document that zone-to-zone travel impedances used to distribute trips are used to model mode split.	N/A ²	
§93.122 (b)(1)(vi) ²	Document how travel models are reasonably sensitive to changes in time, cost, and other factors affecting travel choices.	N/A ²	
§93.122 (b)(2) ²	Document that reasonable methods were used to estimate traffic speeds and delays in a manner sensitive to the estimated volume of travel on each roadway segment represented in the travel model.	N/A ²	
§93.122 (b)(3) ²	Document the use of HPMS, or a locally developed count-based program or procedures that have been chosen through the consultation process, to reconcile and calibrate the network-based travel model estimates of VMT.	N/A ²	
§93.122 (d)	In areas not subject to §93.122(b), document the continued use of modeling techniques or the use of appropriate alternative techniques to estimate vehicle miles traveled	16-22	
§93.122 (e, f)	Document, in areas where a SIP identifies construction-related PM10 or PM 2.5 as significant pollutants, the inclusion of PM10 and/or PM 2.5 construction emissions in the conformity analysis.	24-28	
§93.122(g)	If appropriate, document that the conformity determination relies on a previous regional emissions analysis and is consistent with that analysis.	N/A	
§93.126, §93.127, §93.128	Document all projects in the TIP/RTP that are exempt from conformity requirements or exempt from the regional emissions analysis. Indicate the reason for the exemption (Table 2, Table 3, traffic signal synchronization) and that the interagency consultation process found these projects to have no potentially adverse emissions impacts.	22-23, App B	

Footnotes:

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

2: 40 CFR 93.122(b): “Regional emissions analysis in serious, severe, and extreme ozone nonattainment areas and serious CO nonattainment areas must meet the requirements of paragraphs (b) (1) through (3) of this section if their metropolitan planning area contains an urbanized area population over 200,000.”

Disclaimers

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

APPENDIX B

TRANSPORTATION PROJECT LISTING

1. Federally Funded Non-Regionally Significant Projects: NONE
2. Regionally Significant Projects: see next page
3. Exempt Projects: see following pages

Regionally Significant Project Listing

Jurisdiction / Agency	TIP/RTP Project ID	CTIPs Project ID	Description		Estimated Cost (\$millions)	Conformity Analysis Year (project open to traffic)								
			Type of Improvement	Facility Name/Route		Project Limits	2010	2011	2014	2017	2020	2023	2030	
Caltrans	n/a	105-0000-0054	widen	SR 99 - Widening	16th to Olive Ave.	35			2014					
Caltrans	n/a	105-0000-0053	widen	SR 140 - Bradley Overhead	Parsons Ave. to Bradley Overhead	43			2014					
Merced County	n/a	105-0000-0016	new	Campus Parkway	SR 99 to Yosemite Ave.	71			2014					
MCAG	n/a	105-0000-0071	new	SR 99 - Atwater-Merced Expressway	SR 140 to Bellevue Rd.	214						2020		
Caltrans	n/a	105-0000-0036	new & widen	SR 99 - 4E to 6F new IC Arboleda Rd.	Buchanan Hollow Rd. to McHenry Rd.	177			2014					
Caltrans	n/a	105-0000-0037	new & widen	SR 99 - 4E to 6F new IC Plainsburg Rd.	Madera County line to Buchanan Hollow Rd.	119			2014					
Caltrans	n/a	105-0000-0100	widen	SR 99 - 4F to 6F	Hammatt Ave. to Stanislaus County line	80			2014					
Caltrans	n/a	105-0000-0029	new	SR 152 - Los Banos Bypass - segment 1	Hwy 165 to Santa Fe Grade	72					2017			
Caltrans	n/a	105-0000-0029	new	SR 152 - Los Banos Bypass - segment 2	Ramos Rd. to Hwy 165	154						2020		

Exempt Project Listing

Jurisdiction / Agency	TIP/RTP Project ID	CTIPs Project ID (if available)	Description	Estimated Cost	Exemption Code (per CTIPs - next sheet)
	n/a	205-0000-0098	Los Banos Class I Bike Trail - Continuation of Rail-to-Trail path from Place Road extending east of Ward Road	\$195,000	3.02
	n/a	205-0000-0025	Los Banos signal (Hwy 165 & B St) Installation of traffic control signal lights to include permanent metal fixture poles, control cabined, traffic control loops, and construction of right hand turn lane	\$275,000	5.01
	n/a	205-0000-0011	Los Banos Bike Lanes - Installation (paint striping) of 130,000 feet of Class II Bike lanes along both sides of various streets in Los Banos.	\$188,000	3.02
	n/a	205-0000-0096	Los Banos Bike/Ped Bridge - Purchase and installation of pedestrian/bicycle bridge on Monte Vista Drive near Los Banos High School	\$225,000	3.02
	n/a	205-0000-0139	Hilmar Bike/Ped Bridge	\$223,000	3.02
	n/a	205-0000-0042	TDM/Alternative Modes Program - Promotion, Outreach and Program Development to Commute Alternatives	\$255,000	3.01
	n/a	205-0000-0031	City of Los Banos - Westside Transit Transportation Center	\$927,000	2.11
	n/a	205-0000-0107	Merced County Transit - Purchase Paratransit buses	\$7,199,000	2.10
	n/a	205-0000-0130	Merced County Transit - Purchase CNG Buses (35 passenger)	\$10,957,000	2.10
	n/a	205-0000-0113	Merced County Transit - UC Merced Demonstration transit shuttle	\$849,000	2.01
	n/a	205-0000-0114	Merced County Transit - Fixed Route Tracking System	\$113,000	2.05
	n/a	205-0000-0115	Merced County Transit - Electronic Farebox Phase 2	\$310,000	2.05
	n/a	205-0000-0116	Merced County Transit - Route 5X and Route 15 (Urban) Demonstration	\$322,000	2.01
	n/a	205-0000-0117	Merced County Transit - Route 7X and Route 9X (Rural) Demonstration	\$226,000	2.01
	n/a	205-0000-0034	Merced County Transit - Purchase Bus Shelters	\$556,000	2.07
	n/a	205-0000-0118	Merced County Transit - Design and Construct a CNG Fueling facility at Merced County Transit site	\$1,542,000	2.11
	n/a	205-0000-0022	Merced County Transit - Operations and Maintenance	\$71,385,000	2.01
	n/a	205-0000-0123	Merced County Transit - Transit Marketing Plan	\$190,000	4.01
	n/a	205-0000-0124	Merced County Transit - Bus parking lot expansion - 880 Thornton Road, Merced	\$125,000	2.11
	n/a	205-0000-0125	Merced County Transit - Transit Modular office space for transit scheduling and storage	\$90,000	2.11

Exempt Project Listing

n/a	205-0000-0130	YARTS Public Outreach and Marketing	\$425,000	3.01
n/a	205-0000-0129	YARTS - Construct two park and ride lots to allow visitors to park and use the YARTS service to access the nation park, mitigating congestion	\$583,000	2.11
n/a	205-0000-0110	YARTS - FTA-5309(c) Allocation for capital cost of constructing service	\$870,000	2.10
n/a	205-0000-0136	YARTS - FTA-5320 Paul S. Sarbanes Program grant for lease of vehicles (formerly known as the ATPPL program)	\$538,000	2.10
n/a	205-0000-0120	Mariposa, CA - Yosemite National Park - Capital purchase of CNG/Hydrogen transit buses and facilities	\$2,365,000	2.10
n/a	205-0000-0132	MediCab Mobile Ministries (5 vans, base station, radio)	\$334,000	2.02
n/a	205-0000-0035	SHOPP Emergency Repair Program	\$350,000	4.13
n/a	205-0000-0126	SHOPP Bridge Preservation Prog. Lump Sum	\$125,569,000	1.19
n/a	205-0000-0127	SHOPP Roadway Preservation Lump Sum	\$69,332,000	1.10
n/a	205-0000-0128	SHOPP Mobility Program Lump Sum	\$12,192,000	1.03
n/a	305-0000-0000	SHOPP Collision Reduction Program Lump Sum	\$22,531,000	1.06
n/a	205-0000-0023	SHOPP Minor Program Lump Sum	\$9,710,000	1.03
n/a	205-0000-0038	Local Hazard Safety Improvement Program (HSIP)	\$230,000	1.06
n/a	105-0000-0080	Mission Ave. Interchange landscaping	\$4,942,000	4.09
n/a	105-0000-0079	Livingston Stage II Freeway landscaping	\$1,147,000	4.09
n/a	105-0000-0077	Delhi Corridor Tree Planting	\$1,613,000	4.09
n/a	105-0000-0103	Atwater Overhead to Arena Way Landscaping	\$1,160,000	4.09
n/a	105-0000-0017	Planning, Programming, & Monitoring	\$3,016,000	4.01
n/a	205-0000-0135	Federal Safe Routes to Schools (SRTS) Program Lump Sum	\$1,579,000	1.06
n/a	205-0000-0138	G Street Railroad Undercrossing - HRSCA program	\$19,850,000	1.01
n/a	205-0000-0039	RSTP Apportionment - Exchange 100% for state dollars	\$23,530,000	1.10
n/a	205-0000-0111	PSR (Project Study Report -PE only) Highway 99 I/C between SR 165 & Bradbury Road	\$1,337,000	4.01
n/a	205-0000-0109	Merced County - Atwater Federal Penitentiary Access Road-Rehab/Reconst Franklin Road from Santa Fe to Bellevue & Fox Road from Bellevue to Ladino; Close Fox Road at Santa Fe	\$917,000	1.10

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

APPENDIX C

CONFORMITY ANALYSIS DOCUMENTATION

Merced CAG 2009 Conformity

Variable	Source	Analysis Year							
		2010	2011	2014	2017	2020	2023	2030	
EDP	EMFAC 2007	175,960	179,984	192,618	206,144	220,626	240,471	294,006	
EVMT	EMFAC 2007	8,915,380	9,129,685	9,941,659	10,788,661	11,582,005	12,708,265	15,526,116	
MVMT	TPA Model	8,467,888	8,721,833	9,395,824	10,146,466	10,865,822	11,930,878	14,416,007	
N	Calculated	167,128	171,944	182,043	193,873	206,983	225,761	272,985	

<=Enter Modeled Daily VMT Here

<= Read New Vehicle Population Here

N = New Population
EDP = EMFAC Default Population
MVMT = Modeled VMT
EVMT = EMFAC Default VMT

EMFAC Emissions (tons/day)

MERCED

<u>Pollutant</u>	<u>Source</u>	<u>Description</u>	2011	2014	2017	2020	2023	2030	
Ozone	EMFAC 2007 (Summer Run)	ROG Total Exhaust (All Vehicles Total)	5.92	4.80	3.97	3.41	3.14	2.94	
	District Existing Local Reductions	Indirect Source Mitigation and School Bus Fleet rules	0.00	0.00	0.00	0.00	0.00	0.00	
	ARB Existing Local Reductions	Reflash, Idling, and Moyer	0.01	0.01	0.00	0.00	0.00	0.00	
	District New/Proposed Local Reductions	Employee Trip Reduction	0.04	0.05	0.05	0.05	0.05	0.05	
	ARB New/Proposed State Reductions	Passenger and Truck Measures included in the Draft State Strategy	0.00	0.00	0.00	0.00	0.00	0.00	
		Conformity Total	5.97	4.74	3.92	3.36	3.09	2.89	
	<hr/>								
	Ozone	EMFAC 2007 (Summer Run)	NOx Total Exhaust (All Vehicles Total)	29.99	23.26	18.10	14.73	12.96	11.96
		District Existing Local Reductions	Indirect Source Mitigation and School Bus Fleet rules	0.12	0.07	0.11	0.11	0.10	0.10
		ARB Existing Local Reductions	Reflash, Idling, and Moyer	2.53	2.27	2.05	1.92	1.96	1.96
District New/Proposed Local Reductions		Employee Trip Reduction	0.02	0.02	0.02	0.02	0.02	0.02	
ARB New/Proposed State Reductions		Passenger and Truck Measures included in the Draft State Strategy	0.00	0.00	0.00	0.00	0.00	0.00	
		Conformity Total	27.32	20.90	15.92	12.68	10.88	9.88	
<hr/>									
PM-10	EMFAC 2007 (Annual Run)	PM-10 Total (All Vehicles Total) * includes tire & brake wear	1.53		0.99			1.06	
	ARB	Existing Reflash, Idling, and Moyer (HDI, PFR, Moyer, AB1493, Reflash)	0.01		0.01			0.01	
		Conformity Total	1.52		0.98			1.05	
	PM-10	EMFAC 2007 (Annual Run)	NOx Total Exhaust (All Vehicles Total)	32.12		14.75			11.93
		ARB	Existing Reflash, Idling, and Moyer (HDI, PFR, Moyer, AB1493, Reflash)	1.74		1.92			1.92
	Conformity Total	30.38		12.83			10.01		
<hr/>									
PM2.5	EMFAC 2007 (Annual Run)	PM2.5 Total Exhaust (All Vehicles Total) * includes tire & brake wear	1.26		0.73			0.72	
	ARB	Existing Reflash, Idling, and Moyer (HDI, PFR, Moyer, AB1493, Reflash)	0.01		0.01			0.01	
		Conformity Total	1.30		0.70			0.70	
<hr/>									
PM2.5	EMFAC 2007 (Annual Run)	NOx Total Exhaust (All Vehicles Total)	32.12		14.75			11.93	
	ARB	Existing Reflash, Idling, and Moyer (HDI, PFR, Moyer, AB1493, Reflash)	1.74		1.92			1.92	
	Conformity Total	30.40		12.80			10.00		

Paved Road Dust Emissions (tons/day)

MERCED 2010

	Enter Freeway VMT ==>	Enter Arterial VMT ==>	Enter Collector VMT ==>	Enter Total of Urban and Rural Local VMT Here =>	VTMT Daily	VTMT (million/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)	District Rule 806/ISR Control Rates	Control-Adjusted Emissions
Freeway	2,892,206				2,892,206	1,056	302,864	292,227	0.801	0.075	0.741
Arterial	3,685,491				3,685,491	1,345	565,249	535,749	1.468	0.282	1,054
Collector	1,605,837				1,605,837	586	241,932	233,436	0.640	0.407	0.379
Urban	92,131				92,131	34	58,492	56,438	0.155	0.324	0.105
Rural	192,223				192,223	70	347,402	335,202	0.918	0.090	0.836
Totals	8,467,888	3,091	1505,940	3,981	1453,063	3,981	3,981	3,981	3,981	3,981	3,981

MERCED 2020

	Enter Freeway VMT ==>	Enter Arterial VMT ==>	Enter Collector VMT ==>	Enter Total of Urban and Rural Local VMT Here =>	VTMT Daily	VTMT (million/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)	District Rule 806/ISR Control Rates	Control-Adjusted Emissions
Freeway	3,398,732				3,398,732	1,241	355,906	343,406	0.941	0.075	0.870
Arterial	4,987,209				4,987,209	1,820	751,364	724,976	1.986	0.282	1,426
Collector	2,131,167				2,131,167	778	321,078	309,802	0.949	0.407	0.503
Urban	112,983				112,983	41	71,732	69,212	0.190	0.324	0.128
Rural	235,731				235,731	86	426,032	411,070	1.126	0.090	1,025
Totals	10,865,822	3,966	1926,110	5,092	1858,467	5,092	5,092	5,092	5,092	5,092	5,092

MERCED 2030

	Enter Freeway VMT ==>	Enter Arterial VMT ==>	Enter Collector VMT ==>	Enter Total of Urban and Rural Local VMT Here =>	VTMT Daily	VTMT (million/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)	District Rule 806/ISR Control Rates	Control-Adjusted Emissions
Freeway	4,251,642				4,251,642	1,552	445,220	429,584	1.177	0.075	1,089
Arterial	6,459,852				6,459,852	2,358	973,229	939,050	2.573	0.282	1,847
Collector	3,244,840				3,244,840	1,184	488,862	471,683	1.292	0.407	0.766
Urban	148,334				148,334	54	94,556	91,235	0.250	0.324	0.189
Rural	310,739				310,739	113	561,593	541,871	1.465	0.090	1,351
Totals	14,416,007	5,262	2563,460	6,777	2473,434	6,777	6,777	6,777	6,777	6,777	6,777

DO NOT CHANGE ANY ITEMS BELOW THIS LINE

MERCED
 HPMS Local Urban/Rural Percent
 From 1998 Assembly of Statistical Reports - Caltrans

32.4% Urban
67.6% Rural
100.0% Total

Road Type	Base EF (lb PM10) / VMT
Freeway	0.000573793
Arterial	0.000825524
Collector	0.000825524
Local	0.003478628
Rural	0.009902924

MERCED

	January	February	March	April	May	June	July	August	September	October	November	December	Total/Average
Rain Days	10.3	6.0	7.5	4.3	2.0	0.8	0	0	1.0	2.5	6.0	8.8	51.0
Total Days	31	28	31	30	31	30	31	31	30	31	30	31	365
Rain Reduction Factor	0.92	0.93	0.94	0.96	0.98	0.99	1.00	1.00	0.99	0.98	0.95	0.93	0.96

Unpaved Road Dust Emissions (tons/day)

MERCED 2010

City/County	Miles	Vehicle Passes per Day	VMT (1000/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)	District Rule 806/ISR Control Rates	Control-Adjusted Emissions
	222.0	10	810.3	810.300	696.472	1.908	0.333	1.273

MERCED 2020

City/County	Miles	Vehicle Passes per Day	VMT (1000/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)	District Rule 806/ISR Control Rates	Control-Adjusted Emissions
	222.0	10	810.3	810.300	696.472	1.908	0.333	1.273

MERCED 2030

City/County	Miles	Vehicle Passes per Day	VMT (1000/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)	District Rule 806/ISR Control Rates	Control-Adjusted Emissions
	222.0	10	810.3	810.300	696.472	1.908	0.333	1.273

DO NOT CHANGE ANY ITEMS BELOW THIS LINE

MERCED

January	February	March	April	May	June	July	August	September	October	November	December	Total/Average
10.3	8.0	7.5	4.3	2.0	0.8	0	0	1.0	2.5	6.0	8.8	51.0
31	28	31	30	31	30	31	31	30	31	30	31	365
0.67	0.71	0.76	0.86	0.94	0.86	1.00	1.00	0.97	0.92	0.80	0.72	0.86

Rain Days
Total Days
Rain Reduction Factor

Road Construction Dust

MERCED

Description	2010		2020		2030	
	Year	Lane Miles	Year	Lane Miles	Year	Lane Miles
	Baseline	2005	2550	2010	2663	2020
Horizon	2010	2,663	2020	2,706	2030	2,706
Difference	5	113.000	10	43.000	10	0.000
Lane Miles per Year		22.600		4.300		0.000
Acres Disturbed		87.661		16.679		0.000
Acre-Months		1,577.891		300.218		0.000
Emissions (tons/year)		173.568		33.024		0.000
Annual Average Day Emissions (tons)		0.476		0.090		0.000
District Rule 8021 Control Rates		0.290		0.290		0.290
Total Emissions (tons per day)		0.338		0.064		0.000

PM10 Emission Trading Worksheet

MERCED CONFORMITY ESTIMATES (tons/day)

	2010		2020		2030	
	PM10	NOx	PM10	NOx	PM10	NOx
Total On-Road Exhaust	1.520	30.380	0.980	12.830	1.050	10.010
Paved Road Dust	3.114		3.953		5.222	
Unpaved Road Dust	1.273		1.273		1.273	
Road Construction Dust	0.338		0.064		0.000	
Total	6.245	30.380	6.270	12.830	7.545	10.010

Difference (2005 Budget - 2010)

	PM10	NOx
2005 Budgets	6.2	39.4
2010	6.2	30.4
Difference	0.0	9.0
* 1.5 (Adjustment to NOx Budget)	0.0	

Difference (2020 Budget - 2020)

	PM10	NOx
2020 Budgets	6.4	12.9
2020	6.3	12.8
Difference	0.1	0.1
* 1.5 (Adjustment to NOx Budget)	-0.2	

Difference (2020 Budget - 2030)

	PM10	NOx
2020 Budgets	6.4	12.9
2030	7.5	10.0
Difference	-1.1	2.9
* 1.5 (Adjustment to NOx Budget)	1.7	

1:1.5 PM10 to NOx Trading

	PM10	NOx
2005 Budget	6.2	39.4

Adjusted 2005 Budget	6.2	39.4
2010 Conformity Total	6.2	30.4
Difference	0.0	9.0

NOTE: FINAL DIFFERENCE MUST BE POSITIVE

	PM10	NOx
2020 Budget	6.4	12.9

Adjusted 2020 Budget	6.3	13.1
2020 Conformity Total	6.3	12.8
Difference	0.0	0.3

NOTE: FINAL DIFFERENCE MUST BE POSITIVE

Adjusted 2020 Budget	7.5	11.3
2030 Conformity Total	7.5	10.0
Difference	0.0	1.3

NOTE: FINAL DIFFERENCE MUST BE POSITIVE

2009 Conformity Results Summary -- MERCED

Ozone		ROG (tons/day)	NOx (tons/day)	ROG	NOx
	2011 Budget	6.2	28.8		
	2011	5.9	27.3	YES	YES
	2014 Budget	5.1	22.3		
	2014	4.7	20.9	YES	YES
	2017 Budget	4.2	17.1		
	2017	3.9	15.9	YES	YES
	2020	3.4	12.7	YES	YES
	2023	3.1	10.9	YES	YES
2030	2.9	9.9	YES	YES	

PM-10		PM-10 (tons/day)	NOx (tons/day)	PM-10	NOx
	Adjusted 2005 Budget	6.2	39.4		
	2010	6.2	30.4	YES	YES
	Adjusted 2020 Budget	6.3	13.1		
	2020	6.3	12.8	YES	YES
Adjusted 2030 Budget	7.5	11.3			
2030	7.5	10.0	YES	YES	

PM2.5 24-Hour Standard		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
	2002 Base Year	1.5	37.1		
	2010	1.3	30.4	YES	YES
	2020	0.7	12.8	YES	YES
2030	0.7	10.0	YES	YES	

PM2.5 Annual Standard		PM2.5 (tons/year)	NOx (tons/year)	PM2.5	NOx
	2002 Base Year	548	13542		
	2010	475	11096	YES	YES
	2020	256	4672	YES	YES
2030	256	3650	YES	YES	

APPENDIX D

**PM2.5 CONFORMITY RESULTS SUMMARY FOR EACH MPO
IN THE SAN JOAQUIN VALLEY NONATTAINMENT AREA**

PM2.5 Conformity Results Summary – Fresno

Pollutant	Scenario	Emissions Total		DID YOU PASS?	
		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
PM2.5 24-Hour Standard	2002 Base Year	2.2	63.4		
	2010	2.0	52.7	YES	YES
	2020	1.3	23.0	YES	YES
	2030	1.2	15.5	YES	YES

Pollutant	Scenario	Emissions Total		DID YOU PASS?	
		PM2.5 (tons/year)	Nox (tons/year)	PM2.5	NOx
PM2.5 Annual Standard	2002 Base Year	803	23141		
	2010	730	19236	YES	YES
	2020	475	8395	YES	YES
	2030	438	5658	YES	YES

PM2.5 Conformity Results Summary – Kern

Pollutant	Scenario	Emissions Total		DID YOU PASS?	
		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
PM2.5 24-Hour Standard	2002 Base Year	3.7	94.1		
	2010	3.2	86.0	YES	YES
	2020	1.8	38.5	YES	YES
	2030	1.5	27.2	YES	YES

Pollutant	Scenario	Emissions Total		DID YOU PASS?	
		PM2.5 (tons/year)	Nox (tons/year)	PM2.5	NOx
PM2.5 Annual Standard	2002 Base Year	1351	34347		
	2010	1168	31390	YES	YES
	2020	657	14053	YES	YES
	2030	548	9928	YES	YES

PM2.5 Conformity Results Summary – Kings

Pollutant	Scenario	Emissions Total		DID YOU PASS?	
		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
PM2.5 24-Hour Standard	2002 Base Year	0.8	18.5		
	2010	0.6	16.1	YES	YES
	2020	0.3	6.7	YES	YES
	2030	0.3	4.7	YES	YES

Pollutant	Scenario	PM2.5 (tons/year)	Nox (tons/year)	PM2.5	NOx
		2002 Base Year	292	6753	
PM2.5 Annual Standard	2010	219	5877	YES	YES
	2020	110	2446	YES	YES
	2030	110	1716	YES	YES

PM2.5 Conformity Results Summary – Madera

Pollutant	Scenario	Emissions Total		DID YOU PASS?	
		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
PM2.5 24-Hour Standard	2002 Base Year	0.5	13.7		
	2010	0.5	13.6	YES	YES
	2020	0.4	6.5	YES	YES
	2030	0.4	4.9	YES	YES

Pollutant	Scenario	PM2.5 (tons/year)	Nox (tons/year)	PM2.5	NOx
		2002 Base Year	183	5001	
PM2.5 Annual Standard	2010	183	4964	YES	YES
	2020	146	2373	YES	YES
	2030	146	1789	YES	YES

PM2.5 Conformity Results Summary – Merced

Pollutant	Scenario	Emissions Total		DID YOU PASS?	
		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
PM2.5 24-Hour Standard	2002 Base Year	1.5	37.1		
	2010	1.3	30.4	YES	YES
	2020	0.7	12.8	YES	YES
	2030	0.7	10.0	YES	YES

Pollutant	Scenario	PM2.5 (tons/year)	Nox (tons/year)	PM2.5	NOx
		2002 Base Year	548	13542	
PM2.5 Annual Standard	2010	475	11096	YES	YES
	2020	256	4672	YES	YES
	2030	256	3650	YES	YES

PM2.5 Conformity Results Summary – San Joaquin

Pollutant	Scenario	Emissions Total		DID YOU PASS?	
		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
PM2.5 24-Hour Standard	2002 Base Year	1.5	43.4		
	2010	1.5	37.7	YES	YES
	2020	1.0	16.8	YES	YES
	2030	1.1	12.3	YES	YES

Pollutant	Scenario	PM2.5 (tons/year)	Nox (tons/year)	PM2.5	NOx
		2002 Base Year	548	15841	
PM2.5 Annual Standard	2010	548	13761	YES	YES
	2020	365	6132	YES	YES
	2030	402	4490	YES	YES

PM2.5 Conformity Results Summary – Stanislaus

Pollutant	Scenario	Emissions Total		DID YOU PASS?	
		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
PM2.5 24-Hour Standard	2002 Base Year	1.0	30.2		
	2010	0.9	24.8	YES	YES
	2020	0.6	10.1	YES	YES
	2030	0.6	7.0	YES	YES

Pollutant	Scenario	PM2.5 (tons/year)	Nox (tons/year)	PM2.5	NOx
PM2.5 Annual Standard	2002 Base Year	365	11023		
	2010	329	9052	YES	YES
	2020	219	3687	YES	YES
	2030	219	2555	YES	YES

PM2.5 Conformity Results Summary – Tulare

Pollutant	Scenario	Emissions Total		DID YOU PASS?	
		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
PM2.5 24-Hour Standard	2002 Base Year	0.8	26.4		
	2010	0.8	22.9	YES	YES
	2020	0.6	10.5	YES	YES
	2030	0.6	7.4	YES	YES

Pollutant	Scenario	PM2.5 (tons/year)	Nox (tons/year)	PM2.5	NOx
PM2.5 Annual Standard	2002 Base Year	292	9636		
	2010	292	8359	YES	YES
	2020	219	3833	YES	YES
	2030	219	2701	YES	YES

APPENDIX E

**TIMELY IMPLEMENTATION DOCUMENTATION FOR
TRANSPORTATION CONTROL MEASURES**

**Merced County Association of Governments (MCAG)
Timely Implementation Documentation**

RACM Commitment	Agency	Commitment Description	Commitment Schedule	Commitment Funding	TIP	TIP Project ID	Project Description	Implementation Status (as of Jan. 2007)	2009 Conformity Update (as of Oct. 2008)
ME 3.1	MCAG	TDM / Commute Alternative	FY 2002 - 2003	\$79,950 CMAQ	2002 FTIP	20500000042	Transportation Demand Management	Completed	Completed
ME 1.5	Transit	Expansion & enhancement of "The Bus"	FY 2006 - 2007	CMAQ					
					2002 FTIP	20500000094	Transit - New Westside routes	Completed	Completed
					2002 FTIP July 04 amendment	20500000022	Operations and Maintenance - The Bus	Ongoing	Ongoing / On schedule
					2002 FTIP July 2004 amendment	20500000034	Purchase 10 bus shelters annually	Ongoing	Ongoing / On schedule
					2002 FTIP July 2004 amendment	20500000099	Increase frequency to 30-minutes on Merced City Routes 4 and 12	Completed	Completed
					2002 FTIP July 04 amendment	20500000015	Atwater Bus Pullout	Completed	Completed
					2002 FTIP July 2004 amendment	20500000102	Route Match Tracking System with Automated Vehicle Locator capability	Completed	Completed
					2002 FTIP July 2004 amendment	20500000103	Electronic Validating Farebox	Completed	Completed
					2002 FTIP July 2004 amendment	20500000104	Transit Fare Subsidy Program	2005, 2006, 2007 (Aug., Sept., & Oct.) <i>Spare the Air</i> programs competed.	Completed (3-year program)
ADDITIONAL PROJECTS IDENTIFIED									
ME5.7	Merced	One-Way Streets		SHOPP	n/a	n/a	13th and 14th Streets between R St. and V St.	Completed	Completed
ME3.9	Transit	Employer-based transit		Local	n/a	n/a	Outreach program focusing on large employment or retail centers	Employer-based transit Program implemented in 05-06, 06-07, 07-08 FY	Continues into FY 08-09

Merced County Association of Governments
2002 RACM Timely Implementation Documentation

RACM Commitment	Agency	Measure Title	Measure Description (not verbatim)	Implementation Status (as of Jan. 2007)	2009 Conformity Update (as of Oct. 2008)
TCM3	MCAG	Rideshare Programs	Implement Rideshare Program through FY 2006-2007	Service provided via www.mercedrides.com. Work Program Element "TDM/Alternative Modes" (1550)	Service provided via www.mercedrides.com. Work Program Element "TDM/Alternative Modes" (1550)
ME5.3	Atwater	Reduce Traffic Congestion at Major Intersections	Improve intersections projected to experience congestion.	Intersections are evaluated using standard warrants. No improvement needs identified in 06-07.	Intersections are evaluated using standard warrants. No improvement needs identified in 07-08.
TCM1	Atwater	Traffic Flow Improvements	Evaluate traffic conditions and implement projects to provide free flowing traffic	Traffic conditions are determined by staff using traffic counts, traffic flow, and accident history. No need for traffic flow improvements identified in 06-07.	Traffic conditions are determined by staff using traffic counts, traffic flow, and accident history. No need for traffic flow improvements identified in 07-08.
ME5.3	Dos Palos	Reduce Traffic Congestion at Major Intersections	Improve intersections projected to experience congestion.	Intersections are evaluated using standard warrants. No improvement needs identified in 06-07.	Intersections are evaluated using standard warrants. No improvement needs identified in 07-08.
TCM1	Dos Palos	Traffic Flow Improvements	Evaluate traffic conditions and implement projects to provide free flowing traffic	Traffic conditions are determined by staff using traffic counts, traffic flow, and accident history. No need for traffic flow improvements identified in 06-07.	Traffic conditions are determined by staff using traffic counts, traffic flow, and accident history. No need for traffic flow improvements identified in 07-08.
ME5.3	Gustine	Reduce Traffic Congestion at Major Intersections	Improve intersections projected to experience congestion.	Intersections are evaluated using standard warrants. No improvement needs identified in 06-07.	Intersections are evaluated using standard warrants. No improvement needs identified in 07-08.
TCM1	Gustine	Traffic Flow Improvements	Evaluate traffic conditions and implement projects to provide free flowing traffic	Traffic conditions are determined by staff using traffic counts, traffic flow, and accident history. No need for traffic flow improvements identified in 06-07.	Traffic conditions are determined by staff using traffic counts, traffic flow, and accident history. No need for traffic flow improvements identified in 07-08.
ME5.3	Livingston	Reduce Traffic Congestion at Major Intersections	Improve intersections projected to experience congestion.	Intersections are evaluated using standard warrants. No improvement needs identified in 06-07.	Intersections are evaluated using standard warrants. No improvement needs identified in 07-08.
TCM1	Livingston	Traffic Flow Improvements	Evaluate traffic conditions and implement projects to provide free flowing traffic	Traffic conditions are determined by staff using traffic counts, traffic flow, and accident history. No need for traffic flow improvements identified in 06-07.	Traffic conditions are determined by staff using traffic counts, traffic flow, and accident history. No need for traffic flow improvements identified in 07-08.
ME5.3	Los Banos	Reduce Traffic Congestion at Major Intersections	Improve intersections projected to experience congestion.	Intersections are evaluated using standard warrants. No improvement needs identified in 06-07.	Intersections are evaluated using standard warrants. No improvement needs identified in 07-08.
TCM1	Los Banos	Traffic Flow Improvements	Evaluate traffic conditions and implement projects to provide free flowing traffic	Traffic conditions are determined by staff using traffic counts, traffic flow, and accident history. No need for traffic flow improvements identified in 06-07.	Traffic conditions are determined by staff using traffic counts, traffic flow, and accident history. No need for traffic flow improvements identified in 07-08.
ME5.3	Merced	Reduce Traffic Congestion at Major Intersections	Improve intersections projected to experience congestion.	Intersections are evaluated using standard warrants. No improvement needs identified in 06-07.	Intersections are evaluated using standard warrants. No improvement needs identified in 07-08.
ME5.7	Merced	One-Way Streets	Redesignate portions of some streets as one-way to improve traffic flow as appropriate	Project implemented (see Project TID Table). No additional need for one-way streets identified at this time.	Project implemented (see Project TID Table). No additional need for one-way streets identified at this time.
TCM1	Merced	Traffic Flow Improvements	Evaluate traffic conditions and implement projects to provide free flowing traffic	Traffic conditions are determined by staff using traffic counts, traffic flow, and accident history. No need for traffic flow improvements identified in 06-07.	Traffic conditions are determined by staff using traffic counts, traffic flow, and accident history. No need for traffic flow improvements identified in 07-08.

Merced County Association of Governments
2002 RACM Timely Implementation Documentation

RACM Commitment	Agency	Measure Title	Measure Description (not verbatim)	Implementation Status (as of Jan. 2007)	2009 Conformity Update (as of Oct. 2008)
ME5.3	County of Merced	Reduce Traffic Congestion at Major Intersections	Improve intersections projected to experience congestion.	Intersections are evaluated using standard warrants. No improvement needs identified in 06-07.	Intersections are evaluated using standard warrants. No improvement needs identified in 07-08.
TCM1	County of Merced	Traffic Flow Improvements	Evaluate traffic conditions and implement projects to provide free flowing traffic	Traffic conditions are determined by staff using traffic counts, traffic flow, and accident history. No need for traffic flow improvements identified in 06-07.	Traffic conditions are determined by staff using traffic counts, traffic flow, and accident history. No need for traffic flow improvements identified in 07-08.
ME3.9	Transit JPA	Encourage merchants and employers to subsidize the cost of transit for employees	Outreach program focusing on large employment or retail centers	Project implemented (see Project TID Table)	Project implemented (see Project TID Table)
ME5.9	Transit JPA	Bus Pullouts in Curbs for Passenger Loading	Bus stop pullouts are planned and installed as traffic congestion points are identified through FY 2006-2007	Potential congestion points are determined by transit service staff and traffic counts. No need for pullouts has been identified in 06-07.	Potential congestion points are determined by transit service staff and traffic counts. No need for pullouts has been identified in 07-08.

APPENDIX F

PUBLIC MEETING PROCESS DOCUMENTATION

**NOTICE OF PUBLIC HEARING ON THE
DRAFT AMENDMENT #3 TO THE 2009 INTERIM FEDERAL TRANSPORTATION
IMPROVEMENT PROGRAM, RTP AMENDMENT #2 AND
CORRESPONDING DRAFT CONFORMITY ANALYSIS**

NOTICE IS HEREBY GIVEN that the Merced County Association of Governments (MCAG) will hold a public hearing on December 18, 2008 at 3 PM at The City of Merced, City Hall, Council Chambers, 678 W 18th Street, Merced regarding the Draft Amendment #3 to the 2009 Interim Federal Transportation Improvement Program (FTIP), RTP Amendment #2, and the corresponding Draft Conformity Analysis. The purpose of the hearing is to receive public comments.

- The 2009 Interim FTIP is a listing of capital improvement and operational expenditures utilizing federal and state monies for transportation projects in Merced County during the next four years that are eligible to proceed without a conformity determination.
- The Draft Amendment #3 to the 2009 Interim FTIP contains project phases and/or projects that were not included in the 2009 Interim TIP.
- The Regional Transportation Plan is a long-term strategy to meet Merced County transportation needs out to the year 2030. It is also referred to as the 2007 RTP.
- No environmental supplement is necessary; Amendment #2 provides clarifying details on project segmenting and financial “year of expenditure” information. The proposed changes are consistent with the adopted EIR for the Merced County’s Regional Transportation Plan..
- The Draft Conformity Analysis contains the documentation to support a finding that the 2009 Interim FTIP and 2007 RTP as amended meet the air quality conformity requirements for, ozone and particulate matter.

Individuals with disabilities may call Robin Lamas at Merced County Association of Governments (209) 723-3153 (with 3-working-day advance notice) to request auxiliary aids necessary to participate in the public hearing. Translation services are available (with 3-working-day advance notice) to participants speaking any language with available professional translation services.

A concurrent 30-day public review and comment period will commence on November 26, 2008 and conclude December 26, 2008 at 5 PM. The draft documents are available for review at the MCAG office, located at 369 W. 18th Street, Merced, CA and on MCAG’s website at www.mcagov.org .

Public comments are welcomed at the hearing, or may be submitted in writing by December 26, 2008 at 5 PM to Terri Lewis at the address below.

After considering the comments, the documents will be considered for adoption, by resolution, by the MCAG Governing Board at a regularly scheduled meeting to be held on January 15, 2008 in the City of Dos Palos, Council Chambers located at 1546 Golden Gate Avenue, Dos Pabs, CA. The documents will then be submitted to state and federal agencies for approval.

Contact Person: Terri Lewis, Associate Planner
369 W. 18th Street, Merced, CA 95340
(209) 723-3153

terri.lewis@mcagov.org

APPENDIX G

RESPONSE TO PUBLIC COMMENTS

NOTE: This appendix cannot be finalized until after the last public hearing in case comments are received on the PM2.5 nonattainment area demonstration.

