



2001 Howard Road, Suite 201
Madera, California 93637

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Website: www.maderactc.org

January 23, 2015

Mr. Muhaned Aljabiry
California Department of Transportation
Division of Transportation Programming, MS82
P.O. Box 942874
Sacramento, CA 64274-0001

Attention: Lima Huy

Subject: Submittal of the Madera County Amendment #1 (Type 4) to the 2015 Federal Transportation Improvement Program

Dear Mr. Aljabiry:

Enclosed for your review and approval is Amendment #1 (Type 4) to the 2015 Federal Transportation Improvement Program (FTIP).

Documentation associated with this amendment is provided as indicated below:

- **Project List:** Attachment 1 includes a summary of programming changes that result from Amendment #1 to the 2015 FTIP. The project and/or project phases are consistent with the 2014 Regional Transportation Plan (RTP), which was adopted by MCTC on July 11, 2014. The attachment also includes the CTIPs printout for the project changes to the 2015 FTIP via Amendment #1.
- **Updated Financial Plan:** Attachment 2. The Financial Plan from the 2015 FTIP has been updated to include the project list as provided in Attachment 1. The financial plan confirms that, with this amendment, the 2015 FTIP remains financially constrained.
- **Conformity Requirements:** Draft Amendment #1 to the 2015 FTIP meet the transportation conformity provisions 40 CFR 93.122(g) and therefore, rely on a previous 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). The conformity determination is based on the federally approved Air Quality Conformity Analysis, which was adopted by the MCTC Policy Board on July 11, 2014, and approved by FHWA/FTA on December 15, 2014. Attachment 3 includes the federally approved conformity analysis.

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

A 30-day public review and interagency consultation period was completed on January 16, 2015. A public hearing was held at our regularly scheduled Board meeting on January 21, 2015. The final document has been updated to address public comments received. The public participation process for Amendment #1 to the 2015 FTIP is consistent with the MCTC Board adopted Public Participation Plan. On January 21, 2015, the MCTC Board of Directors approved Amendment #1 to the 2015 FTIP. State and Federal approval is required.

Included with this letter are two hard copies of Amendment #1 to the 2015 FTIP. An electronic copy of the four year financial plan will be sent via email. Amendment #1 to the 2015 FTIP is also available online on the MCTC website at <http://www.maderatctc.org>.

If you have any questions regarding this document, please contact Jeff Findley at (559) 675-0721.

Sincerely,

A handwritten signature in black ink, appearing to read "Patricia Taylor" followed by "FOR" in a smaller, less legible script.

Patricia Taylor, Executive Director
Madera County Transportation Commission

cc:

Jermaine Hannon, Federal Highway Administration
Scott Carson, Federal Highway Administration
Ted Matley, Federal Transit Administration
Eric Eidlin, Federal Transit Administration
Lisa Hanf, Environmental Protection Agency
Sharri Bender-Ehlert, Caltrans District 6
Gail Miller, Caltrans District 6
Steve Curti, Caltrans District 6
Jim Perrault, Caltrans DLAE
Executive Directors, Valley MPOs

ATTACHMENT 1
PROJECT LISTING

Summary of Changes
MCTC 2015 FTIP Amendment No. 1 (Formal, Type 4)

Existing / New	MPO FTIP ID	PROJECT TITLE	DESCRIPTION OF CHANGE	Phase	CTIPS Fund Source	PRIOR CTIPS Entry	CURRENT CTIPS Entry	FFY	FINANCIAL TABLE Fund Source Category	Net Increase/ Decrease	Total Change to Project Cost	Comments
NEW	MAD406003	SHOPP Roadway Preservation Program - Grouped Projects for Pavement Resurfacing and/or Rehabilitation	NEW GROUPED PROJECT/COST INCREASE	CON	SHOPP AC	\$0	\$2,012,000	14/15	SHOPP AC	\$2,012,000	\$2,012,000	New Grouped Project/Grouped Program per Caltrans Request
				Local	\$0	\$0	14/15	Local	\$0			
			NEW GROUPED PROJECT/COST INCREASE	CON	SHOPP AC	\$0	\$10,202,000	16/17	SHOPP AC	\$10,202,000	\$10,202,000	New Grouped Project/Grouped Program per Caltrans Request
				Local	\$0	\$0	16/17	Local	\$0			
		NEW GROUPED PROJECT/COST INCREASE	CON	SHOPP AC	\$0	\$4,323,000	17/18	SHOPP AC	\$4,323,000	\$4,323,000	New Grouped Project/Grouped Program per Caltrans Request	
			Local	\$0	\$0	17/18	Local	\$0				
EXISTING	MAD 410001	Grouped Projects for Bridge Rehabilitation and Reconstruction - HBP Program	COST DECREASE	CON	HBP	\$13,280	\$236,353	14/15	HBP	\$223,073	\$222,499	Grouped Project/Grouped Program per Caltrans Request - Consistent with Caltrans updated HBP Program Lists (2) 10/29/14. Line item bridge replacement project is capacity increasing, but is exempt from conformity per FHWA Guidance
				Local	\$1,721	\$1,147	14/15	Local	(\$574)			
			COST INCREASE	CON	HBP	\$159,839	\$344,759	15/16	HBP	\$184,920	\$183,199	Grouped Project/Grouped Program per Caltrans Request - Consistent with Caltrans updated HBP Program List 10/29/14
				Local	\$5,162	\$3,441	15/16	Local	(\$1,721)			
			COST INCREASE	CON	HBP	\$4,427	\$1,201,962	16/17	HBP	\$1,197,535	\$1,316,249	Grouped Project/Grouped Program per Caltrans Request - Consistent with Caltrans updated HBP Program List 10/29/14
				Local	\$574	\$119,288	16/17	Local	\$118,714			
			COST DECREASE	CON	HBP	\$939,023	\$835,000	17/18	HBP	(\$104,023)	(\$117,500)	Grouped Project/Grouped Program per Caltrans Request - Consistent with Caltrans updated HBP Program List 10/29/14
				Local	\$13,477	\$0	17/18	Local	(\$13,477)			
NEW	MAD 217036	Pine-Pecan Street Improvements - Widen from 2 to 4 lanes along west side of Pine Street and along north side of Pecan from Pine, westerly 1/4 mile.	NEW PROJECT/COST INCREASE	PE	N/A	\$0	\$0	14/15	N/A	\$0	\$50,000	New Project with Local Funds Only. Capacity increasing project identified in 2014 RTP with no change to Open to Traffic Year. RTP Project 40, Table 5-2, pg. 5-8
				Local	\$0	\$50,000	14/15	Local	\$50,000			
		NEW PROJECT/COST INCREASE	CON	N/A	\$0	\$0	14/15	N/A	\$0	\$3,058,000	New Project with Local Funds Only. Capacity increasing project identified in 2014 RTP with no change to Open to Traffic Year. RTP Project 40, Table 5-2, pg. 5-8	
			Local	\$0	\$3,058,000	14/15	Local	\$3,058,000				
EXISTING	MAD217034	Olive Avenue - Gateway to Roosevelt - Widen from 2 to 4 Lanes	COST INCREASE	PE	N/A	\$0	\$0	14/15	N/A	\$0	\$350,000	Adjustment in Programmed Funds per City of Madera Request
				Local	\$0	\$350,000	14/15	Local	\$350,000			
			COST INCREASE	ROW	N/A	\$0	\$0	14/15	N/A	\$0	\$300,000	Adjustment in Programmed Funds per City of Madera Request
				Local	\$0	\$300,000	14/15	Local	\$300,000			
			COST DECREASE	CON	N/A	\$0	\$0	14/15	N/A	\$0	(\$3,162,000)	Adjustment in Programmed Funds per City of Madera Request
				Local	\$3,962,000	\$800,000	14/15	Local	(\$3,162,000)			
		COST DECREASE	CON	N/A	\$0	\$0	15/16	N/A	\$0	(\$500,000)	Adjustment in Programmed Funds per City of Madera Request	
			Local	\$500,000	\$0	15/16	Local	(\$500,000)				
		COST INCREASE	CON	N/A	\$0	\$0	16/17	N/A	\$0	\$2,600,000	Adjustment in Programmed Funds per City of Madera Request	
			Local	\$700,000	\$3,300,000	16/17	Local	\$2,600,000				
EXISTING	MAD217035	Lake Street - 4th Street to Cleveland Avenue - Widen from 2 to 4 Lanes	COST INCREASE	PE	N/A	\$0	\$0	14/15	N/A	\$0	\$360,000	Adjustment in Programmed Funds per City of Madera Request
				Local	\$0	\$360,000	14/15	Local	\$360,000			
			COST INCREASE	ROW	N/A	\$0	\$0	14/15	N/A	\$0	\$395,000	Adjustment in Programmed Funds per City of Madera Request
				Local	\$0	\$395,000	14/15	Local	\$395,000			
		COST DECREASE	CON	N/A	\$0	\$0	14/15	N/A	\$0	(\$2,286,000)	Adjustment in Programmed Funds per City of Madera Request	
			Local	\$2,286,000	\$0	14/15	Local	(\$2,286,000)				
		COST INCREASE	CON	N/A	\$0	\$0	15/16	N/A	\$0	\$1,001,000	Adjustment in Programmed Funds per City of Madera Request	
			Local	\$1,800,000	\$2,801,000	15/16	Local	\$1,001,000				

	14/15	15/16	16/17	17/18	Totals
SHOPP AC	\$2,012,000	\$0	\$10,202,000	\$4,323,000	\$16,537,000
HBP	\$223,073	\$184,920	\$1,197,535	(\$104,023)	\$1,501,505
Local	(\$935,574)	\$499,279	\$2,718,714	(\$13,477)	\$2,268,942
Total	\$1,299,499	\$684,199	\$14,118,249	\$4,205,500	\$20,307,447

**Madera County - Federal Transportation Improvement Program
(Dollars in Whole)
State Highway System**

DIST: PPNO: EA: CTIPS ID: 06 CT PROJECT ID: MADERA COUNTY: ROUTE: PM: Madera County	CTIPS ID: 221-0000-0358 MPO ID: MAD406003	TITLE (DESCRIPTION): SHOPP Roadway Preservation Program (Grouped Projects for Pavement resurfacing and/or rehabilitation - SHOPP Roadway Preservation Program - Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories - Pavement resurfacing and/or rehabilitation, Emergency relief (23 U.S.C. 125), Widening narrow pavements or reconstructing bridges (no additional travel lanes))	MPO Aprv: State Aprv: Federal Aprv: EPA TABLE II or III EXEMPT CATEGORY: Pavement resurfacing and/or rehabilitation.
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IMPLEMENTING AGENCY: Caltrans

PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

Version	Status	Official Date	Updated By	Change Reason	Amend No.	Prog Con	(Dollars in whole) Prog RW					PE			
1	Active	12/05/2014	JFINDLEY	Amendment - New Project	1	16,537,000									
							<u>PRIOR</u>	<u>14/15</u>	<u>15/16</u>	<u>16/17</u>	<u>17/18</u>	<u>18/19</u>	<u>19/20</u>	<u>BEYOND</u>	<u>TOTAL</u>
	• SHOPP - Roadway Preservation -														
	• Fund Source 1 of 1														
	• Fund Type: SHOPP Advance Construction (AC)						CON	2,012,000	10,202,000	4,323,000					16,537,000
	• Funding Agency:						TOTAL	2,012,000	10,202,000	4,323,000					16,537,000

Comments:

Per Caltrans updated SHOPP List/Request 7/21/14
 ***** DFTIP Version 1 - 12/05/2014 *****
 Per Caltrans updated SHOPP List/Request 7/21/14
 ***** Version 1 - 08/19/2014 *****

Current

**Madera County - Federal Transportation Improvement Program
(Dollars in Whole)
State Highway System**

DIST: PPNO: EA: CTIPS ID: 06 CT PROJECT ID: COUNTY: ROUTE: PM: Madera County	TITLE (DESCRIPTION): HBP Program (HBP Program (Grouped Projects for Bridge Rehabilitation and reconstruction - HBP Program: Projects are consistent with 40 CFR 93.126 Exempt Tables 2 Categories - widen narrow pavements or reco))	MPO Aprv: State Aprv: Federal Aprv: EPA TABLE II or III EXEMPT CATEGORY: Non capacity widening or bridge reconstruction.
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IMPLEMENTING AGENCY: Various Agencies

PROJECT MANAGER: PHONE: EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)					Amend No.	Prog Con	(Dollars in whole) Prog RW	PE
Version	Status	Official Date	Updated By	Change Reason				
2	Active	12/08/2014	JFINDLEY	Amendment - Cost/Scope/Sch. Change	1	11,263,000		
1	Official	07/23/2014	JFINDLEY	Adoption - Carry Over		8,843,000		

	PE	PRIOR	14/15	15/16	16/17	17/18	18/19	19/20	BEYOND	TOTAL
• Local HBRR - Local FHWA - HBRR										
• Fund Source 1 of 2	RW									
• Fund Type: Highway Bridge Program	CON	2,631,000	237,000	345,000	1,202,000	835,000	5,534,000			10,784,000
• Funding Agency: Caltrans	TOTAL	2,631,000	237,000	345,000	1,202,000	835,000	5,534,000			10,784,000
• Local Funds -	PE									
• Fund Source 2 of 2	RW									
• Fund Type: County Funds	CON	108,000	1,000	3,000	119,000		248,000			479,000
• Funding Agency: Madera County	TOTAL	108,000	1,000	3,000	119,000		248,000			479,000
Project Total	PE									
	RW									
	CON	2,739,000	238,000	348,000	1,321,000	835,000	5,782,000			11,263,000
	TOTAL	2,739,000	238,000	348,000	1,321,000	835,000	5,782,000			11,263,000

Comments:

Per Caltrans memo dated October 29, 2014
 ***** DFTIP Version 2 - 12/05/2014 *****
 ***** Version 1 - 03/25/14 *****
 Project data transferred from 2012 FTIP.
 Per Caltrans memo dated November 15, 2013
 ***** Version 21 - 12/20/2013 *****
 Per Caltrans memo dated March 26, 2013
 RTP ID: 2011 RTP, Page 4-26
 ***** Version 20 - 07/10/2013 *****
 Per Caltrans memo dated November 6, 2012
 RTP ID: 2011 RTP, Page 4-26
 ***** Version 19 - 01/09/2013 *****
 RTP ID: 2011 RTP, Page 4-26
 ***** Version 18 - 05/25/2012 *****
 Per Caltrans memo dated Oct 20, 2011
 RTP ID: 2011 RTP, Page 4-26
 ***** Version 17 - 01/12/2012 *****
 Per Caltrans memo dated March 28, 2011
 RTP ID: 2011 RTP, Page 4-26
 ***** Version 16 - 04/14/2011 *****
 ***** Version 15 - 03/17/2011 *****
 ***** Version 14 - 01/13/2011 *****
 ***** Version 13 - 10/18/2010 *****
 ***** Version 12 - 07/28/2010 *****
 ***** Version 11 - 03/11/2010 *****
 ***** Version 10 - 05/15/2008 *****
 ***** Version 9 - 01/29/2008 *****
 Per Caltrans memo 12/27/2007
 ***** Version 8 - 01/09/2008 *****
 Per Caltrans memo 8/1/2007
 ***** Version 7 - 02/12/2007 *****
 Per Caltrans memo 1/4/2007
 ***** Version 6 - 04/26/2006 *****
 ***** Version 5 - 04/18/2005 *****

Current

**Madera County - Federal Transportation Improvement Program
(Dollars in Whole)**

per Division of Local Assistance 04/04/05

***** Version 4 - 11/23/2004 *****

per Division of Local Assistance 11/19/2004

***** Version 3 - 05/18/2004 *****

***** Version 2 - 04/06/2002 *****

Per Caltrans' memo, projects are consistent with 40 CFR Part 93.126, 127, 128, Exempt Tables 2 & 3.

**Madera County - Federal Transportation Improvement Program
(Dollars in Whole)
Local Highway System**

DIST: PPNO: EA: CTIPS ID: 06 CT PROJECT ID: Madera County	221-0000-0359 MPO ID: MAD217036 ROUTE: PM:	TITLE (DESCRIPTION): City of Madera; Pine-Pecan Street Improvements (Pine-Pecan Street Improvements - Widen from 2 to 4 lanes along west side of Pine Street and along north side of Pecan from Pine, westerly 1/4 mile)	MPO Aprv: State Aprv: Federal Aprv: EPA TABLE II or III EXEMPT CATEGORY:
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IMPLEMENTING AGENCY: Madera, City of

PROJECT MANAGER: ELLEN BITTER

PHONE:

EMAIL:

PROJECT VERSION HISTORY *(Printed Version is Shaded)*

<u>Version</u>	<u>Status</u>	<u>Official Date</u>	<u>Updated By</u>	<u>Change Reason</u>	<u>Amend No.</u>	<u>Prog Con</u>	<i>(Dollars in whole)</i> <u>Prog RW</u>				<u>PE</u>				
1	Active	12/05/2014	JFINDLEY	Amendment - New Project	1	3,058,000						50,000			
							<u>PRIOR</u>	<u>14/15</u>	<u>15/16</u>	<u>16/17</u>	<u>17/18</u>	<u>18/19</u>	<u>19/20</u>	<u>BEYOND</u>	<u>TOTAL</u>
	• Local Funds -														50,000
	• Fund Source 1 of 1						PE	50,000							
	• Fund Type: City Funds						RW								
	• Funding Agency:						CON	3,058,000							3,058,000
							TOTAL	3,108,000							3,108,000

Comments:

Amendment request per City of Madera.

Project included in adopted 2014 RTP. No Change in Open to Traffic Year

***** Version 1 - 12/05/2014 *****

Current

**Madera County - Federal Transportation Improvement Program
(Dollars in Whole)
Local Highway System**

DIST: PPNO: EA: CTIPS ID: 06 CT PROJECT ID: MADERA COUNTY: Madera County	EA: CTIPS ID: 221-0000-0308 MPO ID: MAD217034 ROUTE: PM:	TITLE (DESCRIPTION): Olive Avenue Widening (City of Madera; Olive Avenue - Gateway to Roosevelt- Widen from 2 to 4 lanes)	MPO Aprv: State Aprv: Federal Aprv: EPA TABLE II or III EXEMPT CATEGORY:
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IMPLEMENTING AGENCY: Madera, City of

PROJECT MANAGER: KEITH HELMUTH

PHONE: (559) 661-5418

EMAIL:

PROJECT VERSION HISTORY *(Printed Version is Shaded)*

<u>Version</u>	<u>Status</u>	<u>Official Date</u>	<u>Updated By</u>	<u>Change Reason</u>	<u>Amend No.</u>	<u>Prog Con</u>	<i>(Dollars in whole)</i>				<u>PE</u>
							<u>Prog RW</u>				
2	Active	12/05/2014	JFINDLEY	Amendment - Cost/Scope/Sch. Change	1	4,100,000	300,000				350,000
1	Official	07/23/2014	JFINDLEY	Adoption - Carry Over		5,162,000				322,000	

		<u>PRIOR</u>	<u>14/15</u>	<u>15/16</u>	<u>16/17</u>	<u>17/18</u>	<u>18/19</u>	<u>19/20</u>	<u>BEYOND</u>	<u>TOTAL</u>
• Local Funds -	PE		350,000							350,000
• Fund Source 1 of 1	RW		300,000							300,000
• Fund Type: City Funds	CON		800,000		3,300,000					4,100,000
• Funding Agency: Madera, City of	TOTAL		1,450,000		3,300,000					4,750,000

Comments:

Amendment request per City of Madera

***** DFTIP Version 2 - 12/05/2014 *****

***** Version 1 - 03/25/14 *****

Project data transferred from 2012 FTIP.

RTP ID: 2011 RTP, Page 4-15

***** Version 2 - 05/25/2012 *****

***** Version 1 - 04/29/2010 *****

Current

**Madera County - Federal Transportation Improvement Program
(Dollars in Whole)
Local Highway System**

DIST: PPNO: EA: CTIPS ID: 06 CT PROJECT ID:	221-0000-0320 MPO ID: MAD217035	TITLE (DESCRIPTION): Lake Street Widening (City of Madera; Lake Street - 4th Street to Cleveland Ave - Widen from 2 to 4 lanes)	MPO Aprv: State Aprv: Federal Aprv:
COUNTY: ROUTE: PM: Madera County			EPA TABLE II or III EXEMPT CATEGORY:

IMPLEMENTING AGENCY: Madera, City of

PROJECT MANAGER: KEITH HELMUTH

PHONE: (559) 661-5418

EMAIL:

PROJECT VERSION HISTORY *(Printed Version is Shaded)*

<u>Version</u>	<u>Status</u>	<u>Official Date</u>	<u>Updated By</u>	<u>Change Reason</u>	<u>Amend No.</u>	<u>Prog Con</u>	<i>(Dollars in whole)</i>				<u>PE</u>
							<u>Prog RW</u>				
2	Active	12/09/2014	JFINDLEY	Amendment - Cost/Scope/Sch. Change	1	2,801,000	395,000				420,000
1	Official	07/23/2014	JFINDLEY	Adoption - Carry Over		4,086,000				229,000	

		<u>PRIOR</u>	<u>14/15</u>	<u>15/16</u>	<u>16/17</u>	<u>17/18</u>	<u>18/19</u>	<u>19/20</u>	<u>BEYOND</u>	<u>TOTAL</u>	
• Local Funds -	PE	60,000	360,000								420,000
• Fund Source 1 of 1	RW	395,000									395,000
• Fund Type: City Funds	CON	2,801,000									2,801,000
• Funding Agency: Madera, City of	TOTAL	60,000	755,000	2,801,000						3,616,000	

Comments:

Amendment request per City of Madera

***** DFTIP Version 2 - 12/05/2014 *****

***** Version 1 - 03/25/14 *****

Project data transferred from 2012 FTIP.

RTP ID: RTP, Page 4-15

***** Version 1 - 05/25/2012 *****

Current

**Madera County - Federal Transportation Improvement Program
(Dollars in Whole)
State Highway System**

DIST: PPNO: EA: CTIPS ID: 06 CT PROJECT ID: COUNTY: ROUTE: PM: Madera County	MPO ID: MAD410001	TITLE (DESCRIPTION): HBP Program (HBP Program (Grouped Projects for Bridge Rehabilitation and reconstruction - HBP Program: Projects are consistent with 40 CFR 93.126 Exempt Tables 2 Categories - widen narrow pavements or reco))	MPO Aprv: 07/23/2014 State Aprv: Federal Aprv: EPA TABLE II or III EXEMPT CATEGORY: Non capacity widening or bridge reconstruction.
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IMPLEMENTING AGENCY: Various Agencies

PROJECT MANAGER: PHONE: EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)					Amend No.	Prog Con	(Dollars in whole) Prog RW	PE
Version	Status	Official Date	Updated By	Change Reason				
2	Active	12/08/2014	JFINDLEY	Amendment - Cost/Scope/Sch. Change	1	11,263,000		
1	Official	07/23/2014	JFINDLEY	Adoption - Carry Over		8,843,000		

		PRIOR	14/15	15/16	16/17	17/18	18/19	19/20	BEYOND	TOTAL
• Local HBRR - Local FHWA - HBRR	PE									
• Fund Source 1 of 2	RW									
• Fund Type: Highway Bridge Program	CON	3,190,000	13,000	160,000	4,000	939,000	4,406,000			8,712,000
• Funding Agency: Caltrans	TOTAL	3,190,000	13,000	160,000	4,000	939,000	4,406,000			8,712,000
• Local Funds -	PE									
• Fund Source 2 of 2	RW									
• Fund Type: County Funds	CON	110,000	2,000	5,000	1,000	13,000				131,000
• Funding Agency: Madera County	TOTAL	110,000	2,000	5,000	1,000	13,000				131,000
Project Total	PE									
	RW									
	CON	3,300,000	15,000	165,000	5,000	952,000	4,406,000			8,843,000
	TOTAL	3,300,000	15,000	165,000	5,000	952,000	4,406,000			8,843,000

Comments:

***** Version 1 - 03/25/14 *****
 Project data transferred from 2012 FTIP.
 Per Caltrans memo dated November 15, 2013
 ***** Version 21 - 12/20/2013 *****
 Per Caltrans memo dated March 26, 2013
 RTP ID: 2011 RTP, Page 4-26
 ***** Version 20 - 07/10/2013 *****
 Per Caltrans memo dated November 6, 2012
 RTP ID: 2011 RTP, Page 4-26
 ***** Version 19 - 01/09/2013 *****
 RTP ID: 2011 RTP, Page 4-26
 ***** Version 18 - 05/25/2012 *****
 Per Caltrans memo dated Oct 20, 2011
 RTP ID: 2011 RTP, Page 4-26
 ***** Version 17 - 01/12/2012 *****
 Per Caltrans memo dated March 28, 2011
 RTP ID: 2011 RTP, Page 4-26
 ***** Version 16 - 04/14/2011 *****
 ***** Version 15 - 03/17/2011 *****
 ***** Version 14 - 01/13/2011 *****
 ***** Version 13 - 10/18/2010 *****
 ***** Version 12 - 07/28/2010 *****
 ***** Version 11 - 03/11/2010 *****
 ***** Version 10 - 05/15/2008 *****
 ***** Version 9 - 01/29/2008 *****
 Per Caltrans memo 12/27/2007
 ***** Version 8 - 01/09/2008 *****
 Per Caltrans memo 8/1/2007
 ***** Version 7 - 02/12/2007 *****
 Per Caltrans memo 1/4/2007
 ***** Version 6 - 04/26/2006 *****
 ***** Version 5 - 04/18/2005 *****
 per Division of Local Assistance 04/04/05
 ***** Version 4 - 11/23/2004 *****

Prior

**Madera County - Federal Transportation Improvement Program
(Dollars in Whole)**

per Division of Local Assistance 11/19/2004

***** Version 3 - 05/18/2004 *****

***** Version 2 - 04/06/2002 *****

Per Caltrans' memo, projects are consistent with 40 CFR Part 93.126, 127, 128, Exempt Tables 2 & 3.

**Madera County - Federal Transportation Improvement Program
(Dollars in Whole)
Local Highway System**

DIST: PPNO: EA: CTIPS ID: 06 CT PROJECT ID: MADERA COUNTY: Madera County	EA: CTIPS ID: 221-0000-0308 MPO ID: MAD217034 ROUTE: PM:	TITLE (DESCRIPTION): Olive Avenue Widening (City of Madera; Olive Avenue - Gateway to Roosevelt- Widen from 2 to 4 lanes)	MPO Aprv: 07/23/2014 State Aprv: Federal Aprv: EPA TABLE II or III EXEMPT CATEGORY:
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IMPLEMENTING AGENCY: Madera, City of

PROJECT MANAGER: KEITH HELMUTH

PHONE: (559) 661-5418

EMAIL:

PROJECT VERSION HISTORY *(Printed Version is Shaded)*

<u>Version</u>	<u>Status</u>	<u>Official Date</u>	<u>Updated By</u>	<u>Change Reason</u>	<u>Amend No.</u>	<u>Prog Con</u>	<i>(Dollars in whole)</i> <u>Prog RW</u>				<u>PE</u>
2	Active	12/05/2014	JFINDLEY	Amendment - Cost/Scope/Sch. Change	1	4,100,000					350,000
1	Official	07/23/2014	JFINDLEY	Adoption - Carry Over		5,162,000					322,000

		<u>PRIOR</u>	<u>14/15</u>	<u>15/16</u>	<u>16/17</u>	<u>17/18</u>	<u>18/19</u>	<u>19/20</u>	<u>BEYOND</u>	<u>TOTAL</u>
• Local Funds -	PE	322,000								322,000
• Fund Source 1 of 1	RW									
• Fund Type: City Funds	CON		3,962,000	500,000	700,000					5,162,000
• Funding Agency: Madera, City of	TOTAL	322,000	3,962,000	500,000	700,000					5,484,000

Comments:

***** Version 1 - 03/25/14 *****
 Project data transferred from 2012 FTIP.
 RTP ID: 2011 RTP, Page 4-15
 ***** Version 2 - 05/25/2012 *****
 ***** Version 1 - 04/29/2010 *****

Prior

**Madera County - Federal Transportation Improvement Program
(Dollars in Whole)
Local Highway System**

DIST: PPNO: EA: CTIPS ID: 06 CT PROJECT ID:	221-0000-0320 MPO ID: MAD217035	TITLE (DESCRIPTION): Lake Street Widening (City of Madera; Lake Street - 4th Street to Cleveland Ave - Widen from 2 to 4 lanes)	MPO Aprv: 07/23/2014 State Aprv: Federal Aprv:
COUNTY: ROUTE: PM: Madera County			EPA TABLE II or III EXEMPT CATEGORY:

IMPLEMENTING AGENCY: Madera, City of

PROJECT MANAGER: KEITH HELMUTH

PHONE: (559) 661-5418

EMAIL:

PROJECT VERSION HISTORY *(Printed Version is Shaded)*

<u>Version</u>	<u>Status</u>	<u>Official Date</u>	<u>Updated By</u>	<u>Change Reason</u>	<u>Amend No.</u>	<u>Prog Con</u>	<i>(Dollars in whole)</i> <u>Prog RW</u>				<u>PE</u>
2	Active	12/09/2014	JFINDLEY	Amendment - Cost/Scope/Sch. Change	1	2,801,000				395,000	420,000
1	Official	07/23/2014	JFINDLEY	Adoption - Carry Over		4,086,000					229,000

		<u>PRIOR</u>	<u>14/15</u>	<u>15/16</u>	<u>16/17</u>	<u>17/18</u>	<u>18/19</u>	<u>19/20</u>	<u>BEYOND</u>	<u>TOTAL</u>
• Local Funds -	PE	229,000								229,000
• Fund Source 1 of 1	RW									
• Fund Type: City Funds	CON		2,286,000	1,800,000						4,086,000
• Funding Agency: Madera, City of	TOTAL	229,000	2,286,000	1,800,000						4,315,000

Comments:

***** Version 1 - 03/25/14 *****
Project data transferred from 2012 FTIP.
RTP ID: RTP, Page 4-15
***** Version 1 - 05/25/2012 *****

Prior

ATTACHMENT 2
FINANCIAL SUMMARY TABLES

TABLE 1: REVENUE

Madera County Transportation Commission
 2014/15 - 2017/18 Federal Transportation Improvement Program
 Amendment 1
 (\$ in 1,000)

LG: 10/1/2014

Funding Source		4 YEAR (FSTIP Cycle)									
		2014/15		2015/16		2016/17		2017/18		CURRENT TOTAL	
		Amendment		Amendment		Amendment		Amendment			
		Prior	Current	Prior	Current	Prior	Current	Prior	Current		
		Adoption	No. 1	Adoption	No. 1	Adoption	No. 1	Adoption	No. 1		
LOCAL	Sales Tax										
	-- City										
	-- County										
	Gas Tax										
	-- Gas Tax (Subventions to Cities)										
	-- Gas Tax (Subventions to Counties)										
	Other Local Funds	\$8,818	\$7,881	\$5,165	\$5,664	\$3,716	\$6,435	\$2,460	\$2,447	\$22,427	
	-- County General Funds	\$360	\$360	\$371	\$371	\$378	\$378	\$485	\$485	\$1,594	
	-- City General Funds	\$8,458	\$7,521	\$4,794	\$5,293	\$3,338	\$6,057	\$1,975	\$1,962	\$20,833	
	-- Street Taxes and Developer Fees										
	-- RSTP Exchange funds										
	Transit										
-- Transit Fares											
Tolls (e.g. non-state owned bridges)											
Other (See Appendix 1)	\$71	\$71								\$71	
Local Total	\$8,889	\$7,952	\$5,165	\$5,664	\$3,716	\$6,435	\$2,460	\$2,447	\$22,498		
REGIONAL	Tolls										
	-- Bridge										
	-- Corridor										
	Regional Transit Fares/Measures										
	Regional Sales Tax	\$5,124	\$5,124	\$1,700	\$1,700	\$2,415	\$2,415	\$5,790	\$5,790	\$15,029	
	Regional Bond Revenue										
	Regional Gas Tax										
Vehicle Registration Fees (CARB Fees, SAFE)											
Other (See Appendix 2)											
Regional Total	\$5,124	\$5,124	\$1,700	\$1,700	\$2,415	\$2,415	\$5,790	\$5,790	\$15,029		
STATE	State Highway Operations and Protection Program	\$3,455	\$3,467			\$2,707	\$12,909		\$4,323	\$22,699	
	SHOPP	\$3,455	\$3,467			\$2,707	\$12,909		\$4,323	\$22,699	
	SHOPP Prior										
	State Minor Program										
	State Transportation Improvement Program	\$11,134	\$11,134	\$87	\$87	\$4,665	\$4,665	\$4,420	\$4,420	\$20,306	
	STIP	\$11,134	\$11,134	\$87	\$87	\$4,665	\$4,665	\$4,420	\$4,420	\$20,306	
	STIP Prior										
	Transportation Enhancement Prior										
	Proposition 1 A										
	Proposition 1 B										
	GARVEE Bonds (Includes Debt Service Payments)										
	Highway Maintenance (HM)										
Traffic Congestion Relief Program (TCRP)											
State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)											
Active Transportation Program											
Other (See Appendix 3)											
State Total	\$14,589	\$16,601	\$87	\$87	\$7,372	\$17,574	\$4,420	\$8,743	\$43,005		
FEDERAL TRANSIT	5307 - Urbanized Area Formula Grants	\$1,691	\$1,691	\$2,358	\$2,358	\$2,952	\$2,952	\$1,778	\$1,778	\$8,779	
	5308 - Clean Fuel Formula Program										
	5309 - Fixed Guideway Capital Investment Grants										
	5309b - New and Small Starts (Capital Investment Grants)										
	5309c - Bus and Bus Related Grants										
	5310 - Mobility of Seniors and Individuals with Disabilities										
	5311 - Formula Grants for Rural Areas	\$549	\$549	\$303	\$303	\$443	\$443	\$317	\$317	\$1,612	
	5311f - Intercity Bus										
	5316 - Job Access and Reverse Commute Program										
	5317 - New Freedom										
	5320 - Transit in the Parks										
	5324 - Emergency Relief Program										
	5329 - Public Transportation Safety Program										
	5337 - State of Good Repair Grants										
	5339 - Bus and Bus Facilities Formula Grants										
	FTA Transfer from Prior FTIP										
	Other (See Appendix 4)										
Federal Transit Total	\$2,240	\$2,240	\$2,661	\$2,661	\$3,395	\$3,395	\$2,095	\$2,095	\$10,391		
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program	\$1,779	\$1,779	\$1,779	\$1,779	\$1,779	\$1,779	\$1,779	\$1,779	\$7,116	
	Construction of Ferry Boats and Ferry Terminal Facilities										
	Coordinated Border Infrastructure										
	Corridor Infrastructure Improvement Program										
	Federal Lands Access Program										
	Federal Lands Transportation Program										
	High Priority Projects (HPP) and Demo										
	Highway Bridge Program (HBP)	\$13	\$231	\$160	\$345	\$4	\$1,202	\$939	\$835	\$2,619	
	Highway Safety Improvement Program (HSIP)			\$682	\$682					\$682	
	Projects of National/Regional Significance										
	Public Lands Highway										
	Railway Highway Crossings										
	Recreational Trails										
	Safe Routes to School (SRTS)										
	Surface Transportation Program (RSTP)										
	Tribal High Priority Projects (THPP)										
	Tribal Transportation Program										
Other (see Appendix 5)											
Federal Highway Total	\$1,792	\$2,016	\$2,621	\$2,806	\$1,783	\$2,981	\$2,718	\$2,614	\$10,417		
Other Federal Railroad Administration (see Appendix 6)											
	Federal Railroad Administration Total										
Federal Total	\$4,032	\$4,256	\$5,282	\$5,467	\$5,178	\$6,376	\$4,813	\$4,709	\$20,808		
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)										
	Other (See Appendix 7)										
Innovative Financing Total											
REVENUE TOTAL	\$32,634	\$33,933	\$12,234	\$12,918	\$18,681	\$32,800	\$17,483	\$21,689	\$101,340		

MPO Financial Summary Notes:

TABLE 1: REVENUE - APPENDICES

LG: 10/1/2014

Madera County Transportation Commission
 2014/15 - 2017/18 Federal Transportation Improvement Program
 Amendment 1
 (\$ in 1,000)

Appendix 1 - Local Other

Local Other	2014/15		2015/16		2016/17		2017/18		CURRENT TOTAL
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
Private Funds Fund Total	\$71	\$71							\$71
Local Other Total	\$71	\$71							\$71

Appendix 2 - Regional Other

Regional Other	2014/15		2015/16		2016/17		2017/18		CURRENT TOTAL
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
Regional Other Total									

Appendix 3 - State Other

State Other	2014/15		2015/16		2016/17		2017/18		CURRENT TOTAL
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
State Other Total									

Appendix 4 - Federal Transit Other

Federal Transit Other	2014/15		2015/16		2016/17		2017/18		CURRENT TOTAL
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
Federal Transit Other Total									

Appendix 5 - Federal Highway Other

Federal Highway Other	2014/15		2015/16		2016/17		2017/18		CURRENT TOTAL
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
Federal Highway Other Total									

Appendix 6 - Federal Railroad Administration Other

Federal Railroad Administration Other	2014/15		2015/16		2016/17		2017/18		CURRENT TOTAL
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
Federal Railroad Administration Other Total									

Appendix 7 - Innovative Other

Innovative Other	2014/15		2015/16		2016/17		2017/18		CURRENT TOTAL
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
Innovative Other Total									

TABLE 2: PROGRAMMED

Madera County Transportation Commission
 2014/15 - 2017/18 Federal Transportation Improvement Program
 Amendment 1
 (\$ in 1,000)

LG: 10/1/2014

Funding Source		NOTES	4 YEAR (FSTIP Cycle)								CURRENT TOTAL
			2014/15		2015/16		2016/17		2017/18		
			Amendment		Amendment		Amendment		Amendment		
			Prior Adoption	Current No. 1	Prior Adoption	Current No. 1	Prior Adoption	Current No. 1	Prior Adoption	Current No. 1	
LOCAL	Local Total		\$8,889	\$7,952	\$5,165	\$5,664	\$3,716	\$6,435	\$2,460	\$2,447	\$22,498
REGIONAL	Tolls										
	-- Bridge										
	-- Corridor										
	Regional Transit Fares/Measures										
	Regional Sales Tax		\$5,124	\$5,124	\$1,700	\$1,700	\$2,415	\$2,415	\$5,790	\$5,790	\$15,029
	Regional Bond Revenue										
	Regional Gas Tax										
	Vehicle Registration Fees (CARB Fees, SAFE)										
	Other (See Appendix A)										
	Regional Total		\$5,124	\$5,124	\$1,700	\$1,700	\$2,415	\$2,415	\$5,790	\$5,790	\$15,029
STATE	State Highway Operations and Protection Program		\$3,455	\$5,467			\$2,707	\$12,909		\$4,323	\$22,699
	SHOPP		\$3,455	\$5,467			\$2,707	\$12,909		\$4,323	\$22,699
	SHOPP Prior										
	State Minor Program										
	State Transportation Improvement Program		\$11,134	\$11,134	\$87	\$87	\$4,665	\$4,665	\$4,420	\$4,420	\$20,306
	STIP		\$11,134	\$11,134	\$87	\$87	\$4,665	\$4,665	\$4,420	\$4,420	\$20,306
	STIP Prior										
	Transportation Enhancement Prior										
	Proposition 1 A										
	Proposition 1 B										
	GARVEE Bonds (Includes Debt Service Payments)										
	Highway Maintenance (HM)										
	Traffic Congestion Relief Program (TCRP)										
	State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)										
	Active Transportation Program										
	Other (See Appendix B)										
	State Total		\$14,589	\$16,601	\$87	\$87	\$7,372	\$17,574	\$4,420	\$8,743	\$43,005
FEDERAL TRANSIT	5307 - Urbanized Area Formula Grants		\$1,691	\$1,691	\$2,358	\$2,358	\$2,952	\$2,952	\$1,778	\$1,778	\$8,779
	5308 - Clean Fuel Formula Program										
	5309 - Fixed Guideway Capital Investment Grants										
	5309b - New and Small Starts (Capital Investment Grants)										
	5309c - Bus and Bus Related Grants										
	5310 - Mobility of Seniors and Individuals with Disabilities										
	5311 - Formula Grants for Rural Areas		\$549	\$549	\$303	\$303	\$443	\$443	\$317	\$317	\$1,612
	5311f - Intercity Bus										
	5316 - Job Access and Reverse Commute Program										
	5317 - New Freedom										
	5320 - Transit in the Parks										
	5324 - Emergency Relief Program										
	5329 - Public Transportation Safety Program										
	5337 - State of Good Repair Grants										
	5339 - Bus and Bus Facilities Formula Grants										
	FTA Transfer from Prior FTIP										
	Other (See Appendix C)										
	Federal Transit Total		\$2,240	\$2,240	\$2,661	\$2,661	\$3,395	\$3,395	\$2,095	\$2,095	\$10,391
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program		\$1,779	\$1,779	\$1,779	\$1,779	\$1,775	\$1,775	\$1,722	\$1,722	\$7,055
	Construction of Ferry Boats and Ferry Terminal Facilities										
	Coordinated Border Infrastructure										
	Corridor Infrastructure Improvement Program										
	Federal Lands Access Program										
	Federal Lands Transportation Program										
	High Priority Projects (HPP) and Demo										
	Highway Bridge Program (HBP)		\$13	\$237	\$160	\$345	\$4	\$1,202	\$939	\$835	\$2,619
	Highway Safety Improvement Program (HSIP)				\$682	\$682					\$682
	Projects of National/Regional Significance										
	Public Lands Highway										
	Railway Highway Crossings										
	Recreational Trails										
	Safe Routes to School (SRTS)										
	Surface Transportation Program (RSTP)										
	Tribal High Priority Projects (THPP)										
	Tribal Transportation Program										
	Other (see Appendix D)										
	Federal Highway Total		\$1,792	\$2,016	\$2,621	\$2,806	\$1,779	\$2,977	\$2,661	\$2,557	\$10,356
	Other Federal Railroad Administration (See Appendix E)										
	Federal Railroad Administration Total										
	Federal Total		\$4,032	\$4,256	\$5,282	\$5,467	\$5,174	\$6,372	\$4,756	\$4,652	\$20,747
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)										
	Other (See Appendix F)										
	Innovative Financing Total										
PROGRAMMED TOTAL			\$32,634	\$33,933	\$12,234	\$12,918	\$18,677	\$32,796	\$17,426	\$21,632	\$101,279

MPO Financial Summary Notes:

TABLE 3: REVENUE-PROGRAMMED

Madera County Transportation Commission
 2014/15 - 2017/18 Federal Transportation Improvement Program
 Amendment 1
 (\$ in 1,000)

Funding Source		4 YEAR (FSTIP Cycle)								
		2014/15		2015/16		2016/17		2017/18		CURRENT TOTAL
		Amendment		Amendment		Amendment		Amendment		
		Prior Adoption	Current No. 1	Prior Adoption	Current No. 1	Prior Adoption	Current No. 1	Prior Adoption	Current No. 1	
LOCAL	Local Total									
REGIONAL	Tolls									
	-- Bridge									
	-- Corridor									
	Regional Transit Fares/Measures									
	Regional Sales Tax									
	Regional Bond Revenue									
	Regional Gas Tax									
	Vehicle Registration Fees (CARB Fees, SAFE)									
Other										
	Regional Total									
STATE	State Highway Operations and Protection Program									
	SHOPP									
	SHOPP Prior									
	State Minor Program									
	State Transportation Improvement Program									
	STIP									
	STIP Prior									
	Transportation Enhancement Prior									
	Proposition 1 A									
	Proposition 1 B									
	GARVEE Bonds (Includes Debt Service Payments)									
	Highway Maintenance (HM)									
	Traffic Congestion Relief Program (TCRP)									
	State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)									
	Active Transportation Program									
Other										
	State Total									
FEDERAL TRANSIT	5307 - Urbanized Area Formula Grants									
	5308 - Clean Fuel Formula Program									
	5309 - Fixed Guideway Capital Investment Grants									
	5309b - New and Small Starts (Capital Investment Grants)									
	5309c - Bus and Bus Related Grants									
	5310 - Mobility of Seniors and Individuals with Disabilities									
	5311 - Formula Grants for Rural Areas									
	5311f - Intercity Bus									
	5316 - Job Access and Reverse Commute Program									
	5317 - New Freedom									
	5320 - Transit in the Parks									
	5324 - Emergency Relief Program									
	5329 - Public Transportation Safety Program									
	5337 - State of Good Repair Grants									
	5339 - Bus and Bus Facilities Formula Grants									
	FTA Transfer from Prior FTIP									
	Other									
	Federal Transit Total									
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program					\$4	\$4	\$57	\$57	\$61
	Construction of Ferry Boats and Ferry Terminal Facilities									
	Coordinated Border Infrastructure									
	Corridor Infrastructure Improvement Program									
	Federal Lands Access Program									
	Federal Lands Transportation Program									
	High Priority Projects (HPP) and Demo									
	Highway Bridge Program (HBP)									
	Highway Safety Improvement Program (HSIP)									
	Projects of National/Regional Significance									
	Public Lands Highway									
	Railway Highway Crossings									
	Recreational Trails									
	Safe Routes to School (SRTS)									
	Surface Transportation Program (RSTP)									
	Tribal High Priority Projects (THPP)									
	Tribal Transportation Program									
	Other									
	Federal Highway Total					\$4	\$4	\$57	\$57	\$61
	Other Federal Railroad Administration									
	Federal Railroad Administration Total									
	Federal Total					\$4	\$4	\$57	\$57	\$61
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)									
	Other									
	Innovative Financing Total									
REVENUE - PROGRAM TOTAL						\$4	\$4	\$57	\$57	\$61

ATTACHMENT 3
2014 AIR QUALITY CONFORMITY ANALYSIS

**CONFORMITY ANALYSIS FOR
THE 2015 FEDERAL TRANSPORTATION
IMPROVEMENT PROGRAM
AND
2014 REGIONAL TRANSPORTATION PLAN**

FINAL ADOPTED
JULY 23, 2014

MADERA COUNTY TRANSPORTATION COMMISSION
2001 HOWARD RD
MADERA, CA 93637

DYLAN STONE

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EXECUTIVE SUMMARY

This report presents the Conformity Analysis for the 2015 Federal Transportation Improvement Program (FTIP) and the 2014 Regional Transportation Plan. The Madera County Transportation Commission (MCTC) is the designated Metropolitan Planning Organization (MPO) in Madera, 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 RTP and 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 the 2015 FTIP and 2014 RTP; a finding of conformity is therefore supported. The 2015 FTIP and 2014 RTP and corresponding Conformity Analysis were approved by the MCTC Policy Board on July 23, 2014. FHWA/FTA last issued a finding of conformity for the 2013 TIP and 2011 RTP, including amendments, on July 8, 2013

The 2015 TIP and 2014 RTP have been financially constrained in accordance with the requirements of 40 CFR 93.108 and consistent with the U.S. DOT metropolitan planning regulations (23 CFR Part 450). A discussion of financial constraint and funding sources is included in the appropriate documents.

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

CONFORMITY REQUIREMENTS

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

The conformity regulation applies nationwide to “all nonattainment and maintenance areas for transportation-related criteria pollutants for which the area is designated nonattainment or has a maintenance plan” (40 CFR 93.102). Currently, the San Joaquin Valley (or portions thereof) is designated as nonattainment with respect to Federal air quality standards for ozone, and particulate matter under 2.5 microns in diameter (PM_{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 Madera 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 Interagency Consultation Group to ensure Valley-wide coordination, communication and compliance with Federal and California Clean Air Act requirements. Each of the eight Valley MPOs and the San Joaquin Valley Unified Air Pollution Control District (Air District) are represented. The Federal Highway Administration (FHWA), Federal Transit Administration (FTA), the U.S. EPA, the California Air Resources Board (CARB) and Caltrans are also represented on the committee. The final determination of conformity for the TIP and RTP is the responsibility of FHWA, and FTA within the U.S. DOT.

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

CONFORMITY TESTS

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

RESULTS OF THE CONFORMITY ANALYSIS

A regional emissions analysis was conducted for the years 2014, 2017, 2018 (via interpolation), 2020, 2023, 2025, 2032, 2035 and 2040 for each applicable pollutant. All analyses were

conducted using the latest planning assumptions and emissions models. The major conclusions of the MCTC Conformity Analysis are:

- For ozone, the total regional on-road vehicle-related emissions (ROG and NOx) associated with implementation of the 2015 FTIP and the 2014 RTP for all years tested are projected to be less than the approved emissions budgets specified in the *2007 Ozone Plan (as revised in 2011)*. The conformity tests for ozone are therefore satisfied.
- For PM-10, the total regional vehicle-related emissions (PM-10 and NOx) associated with implementation of the 2015 FTIP and the 2014 RTP for all years tested are either (1) projected to be less than the approved emissions budgets, or (2) less than the emission budgets using the approved PM-10 and NOx trading mechanism for transportation conformity purposes from the *2007 PM-10 Maintenance Plan*. The conformity tests for PM-10 are therefore satisfied.
- For PM2.5, the total regional on-road vehicle-related emissions associated with implementation of the 2015 FTIP and the 2014 RTP for the analysis years are either (1) projected to be less than the approved emission budgets, or (2) less than the emission budgets using the approved PM2.5 and NOx trading mechanism for transportation conformity purposes from the *2008 PM2.5 Plan (as revised in 2011)*. The conformity tests for PM2.5 for both the 1997 and 2006 standards are therefore satisfied.
- The 2015 FTIP and the 2014 RTP will not impede and will support timely implementation of the TCMs that have been adopted as part of applicable air quality implementation plans. The current status of TCM implementation is documented in Chapter 4 of this report. Since the local SJV procedures (e.g., Air District Rule 9120 Transportation Conformity) have not been approved by EPA, consultation has been conducted in accordance with Federal requirements.

REPORT ORGANIZATION

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

Appendix E includes public meeting documentation conducted on the 2015 FTIP and 2014 RTP and corresponding Conformity Analysis on June 18, 2014. Comments received on the conformity analysis and responses made as part of the public involvement process are included in Appendix F.

CHAPTER 1: FEDERAL AND STATE REGULATORY REQUIREMENTS

The criteria for determining conformity of transportation programs and plans under the Federal transportation conformity regulation (40 CFR Parts 51 and 93) and the applicable conformity tests for the San Joaquin Valley nonattainment areas are summarized in this section. The Conformity Analysis for the 2015 Federal Transportation Improvement Program (TIP) and the 2014 Regional Transportation Plan (RTP) was prepared based on these criteria and tests. Presented first is a review of the development of the applicable conformity regulation and guidance procedures, followed by summaries of conformity regulation requirements, air quality designation status, conformity test requirements, and analysis years for the Conformity Analysis.

MCTC is the designated Metropolitan Planning Organization (MPO) for Madera County in the San Joaquin Valley. As a result of this designation, MCTC prepares the TIP, RTP, and associated conformity analyses. The TIP serves as a detailed four year (FFY 2014/15 – 2017/18) programming document for the preservation, expansion, and management of the transportation system. The 2014 RTP has a 2040 horizon that provides the long term direction for the continued implementation of the freeway/expressway plan, as well as improvements to arterial streets, transit, and travel demand management programs. The TIP and RTP include capacity enhancements to the freeway/expressway system commensurate with available funding.

A. FEDERAL AND STATE CONFORMITY REGULATIONS

CLEAN AIR ACT AMENDMENTS

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

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

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

FEDERAL RULE

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

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

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

MULTI-JURISDICTIONAL GUIDANCE

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

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 the Department of Transportation (DOT) conformity determination.

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

transportation plans and TIPs in place at the time of each MPO and DOT conformity determination.

DISTRICT RULE

The San Joaquin Valley Unified Air Pollution Control District (Air District) adopted Rule 9120 Transportation Conformity on January 19, 1995 in response to requirements in Section 176(c)(4)(c) of the 1990 Clean Air Act Amendments. 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.

B. CONFORMITY REGULATION REQUIREMENTS

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

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

2) *Methods / Modeling:*

Latest Planning Assumptions — Section 93.110 specifies that conformity determinations must be based upon the most recent planning assumptions in force at the time the conformity analysis begins. This is defined as “the point at which the MPO begins to model the impact of the proposed transportation plan or TIP on travel and/or emissions. New data that becomes available after an analysis begins is required to be used in the conformity determination only if a significant delay in the analysis has occurred, as determined through interagency consultation” (EPA, 2010b). All analyses for the Conformity Analysis were conducted using the latest planning assumptions and emissions models in force at the time the conformity analysis started in August 2013 (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. EMFAC2011 was

used in the Conformity Analysis and is documented in Chapter 3. EPA issued a federal register notice on March 6, 2013 formally approving EMFAC2011 for use in conformity determinations.

- 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 FHWA, Federal Transit Administration (FTA), EPA, Caltrans, CARB, and the Air District 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 55-day comment period followed by a public hearing.

C. AIR QUALITY DESIGNATIONS APPLICABLE TO THE SAN JOAQUIN VALLEY

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

MCTC is located in the federally designated San Joaquin Valley Air Basin. The borders of the basin are defined by mountain and foothill ranges to the east and west. The northern border is consistent with the county line between San Joaquin and Sacramento Counties. The southern border is less defined, but is roughly bounded by the Tehachapi Mountains and, to some extent, the Sierra Nevada range. Conformity for the 2015 FTIP and 2014 RTP includes analysis of existing and future air quality impacts for each applicable pollutant.

The San Joaquin Valley is currently designated as nonattainment for the National Ambient Air Quality Standards (NAAQS) for 8-hour ozone (1997 and 2008 standard), and particulate matter under 2.5 microns in diameter (PM_{2.5}) (1997 and 2006 standards); 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. State Implementation Plans have been prepared to address carbon monoxide, ozone, PM-10 and PM2.5:

- The 2004 Revision to the California State Implementation Plan for Carbon Monoxide was approved by EPA on November 30, 2005 (effective January 30, 2006).
- The 2007 8-Hour (1997 Standard) Ozone Plan (as revised in 2011) was approved by EPA on March 1, 2012 (effective April 30, 2012).
- The 2007 PM-10 Maintenance Plan, which included revisions to the attainment plan, was approved (with minor technical corrections to the conformity budgets) by EPA on November 12, 2008.
- The 2008 PM2.5 (1997 Standard) Plan (as revised in 2011) was approved by EPA on November 9, 2011 (effective January 9, 2012).

On November 13, 2009, EPA published Air Quality Designations for the 2006 24-hour PM2.5 standard, effective December 14, 2009. Nonattainment areas are required to meet the standard by 2014; transportation conformity applies by December 14, 2010. In the San Joaquin Valley, the 1997 standards (both 24-hour and annual) will continue to apply. It is important to note that the 2006 24-hour PM2.5 nonattainment area boundary for the San Joaquin Valley is exactly the same as the nonattainment area boundary for the 1997 annual standard.

In accordance with the EPA Interim Transportation Conformity Guidance for 2006 PM2.5 NAAQS Nonattainment areas, if a 2006 PM2.5 area has adequate or approved SIP budgets that address the 1997 standards, it must use the budget test until new 2006 PM2.5 standard budgets are found adequate or approved. The new attainment year of 2014 must be modeled.

The SJV 2012 PM2.5 Plan (addressing the 2006 PM2.5 standards) was approved by ARB in January 2013 and subsequently submitted to EPA on March 3, 2013. However, recent U.S Court of Appeals' decision remanding EPA PM2.5 Implementation Rule may postpone EPA's action on the Plan.—EPA is currently assessing the effects of the Court's decision and has not begun the adequacy process on the conformity budgets in the 2012 Plan. As a result, we are assuming that those conformity budgets will not be available for use and that the 2008 PM2.5 Plan conformity budgets are the only budgets applicable and are used for this demonstration.

EPA designated the San Joaquin Valley nonattainment area for the new 2008 Ozone Standard, effective July 20, 2012; the attainment year for the San Joaquin Valley is 2032. Transportation conformity applies one year after the effective date (July 20, 2013). Federal approval for the eight SJV MPO's 2008 Ozone standard conformity demonstrations was received on July 8, 2013. EPA's final rule implementing the 2008 Ozone Standard also revoked the 1997 Ozone Standard for transportation conformity purposes. This revocation became effective July 20, 2013.

In accordance with EPA guidance dated July 2012, if a 2008 Ozone area has adequate or approved SIP budgets that address the 1997 standards, it must use the budget test until new 2008 Ozone standard budgets are found adequate or approved. The new attainment year of 2032 must be modeled.

D. CONFORMITY TEST REQUIREMENTS

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

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

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 (2008 STANDARD)

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

Under the existing conformity regulation, regional emissions analyses for ozone areas must address nitrogen oxides (NOx) and volatile organic compounds (VOC) precursors. It is important to note that in California, reactive organic gases (ROG) are considered equivalent to and are used in place of volatile organic compounds (VOC).

EPA approved the 2007 Ozone (1997 standard) Plan (as revised in 2011) and conformity budgets on March 1, 2012, effective April 30, 2012. The SIP identified both reactive organic gases (ROG) and nitrogen oxides (NOx) subarea budgets in tons per average summer day for each MPO in the nonattainment area. It is important to note that the boundaries for both the 2008 ozone standard and previous ozone standard are identical. Consequently, for this conformity analysis, the SJV MPOs will continue to conduct demonstrations for subarea emissions budgets as established in the 2007 Ozone Plan (as revised in 2011).

The approved conformity budgets from Table 5 of the EPA Federal Register notice are provided in the table below. These budgets will be used to compare to emissions resulting from the 2014 RTP and 2015 FTIP.

**Table 1-2:
 Approved Budgets from the 2007 Ozone Plan (as revised in 2011)
 (summer tons/day)**

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

PM-10

The 2007 PM-10 Maintenance Plan was approved (with minor technical corrections to the conformity budgets) by EPA on November 12, 2008, which contains motor vehicle emission budgets for PM-10 and NOx, as well as a trading mechanism. Motor vehicle emission budgets are established based on average annual daily emissions. The motor vehicle emissions budget for PM-10 includes regional re-entrained dust from travel on paved roads, vehicular exhaust, travel on unpaved roads, and road construction.

The conformity budgets from 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. CARB subsequently updated the 2005 attainment budgets; these updates are reflected in the table below.

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

**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

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

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. Please note that this includes both the 1997 standards and the 2006 24-hour standard (see discussion under Air Quality Designations Applicable to the San Joaquin Valley above).

The 2008 PM2.5 (standard) Plan (as revised in 2011) was approved by EPA on November 9, 2011, which contains motor vehicle emission budgets for PM2.5 and NOx established based on average annual daily emissions, as well as a trading mechanism. The motor vehicle emissions budget for PM2.5 includes directly emitted PM2.5 motor vehicle emissions from tailpipe, brake wear and tire wear. VOC, SOx, ammonia, and dust (from paved roads, unpaved roads, and road construction) were found to be insignificant and not included in the motor vehicle emission budgets for conformity purposes. The conformity budgets from table 5 of the November 9, 2011 Federal Register are provided below and will be used to compare emissions resulting from the 2015 TIP and 2014 RTP.

The Clean Air Act requires all states to attain the 1997 PM2.5 standards as expeditiously as practicable beginning in 2010, but by no later than April 5, 2015. States must identify their attainment dates based on the rate of reductions from their control strategies and the severity of the PM2.5 problem. Modeling must be used to verify that the control strategy is as expeditious as practicable. The 2008 PM2.5 Plan shows that the San Joaquin Valley PM2.5 nonattainment area can attain the annual PM2.5 NAAQS in 2014. 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.

**Table 1-4:
 On-Road Motor Vehicle PM2.5 Emissions Budgets**
 (tons per average annual day)

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

The CARB technical revisions to the motor vehicle emissions budgets also included a trading mechanism that allows trading from the motor vehicle emissions budget for the PM-2.5 precursor NOx to the motor vehicle emissions budget for primary PM-2.5 using a 9 to 1 ratio. The trading mechanism allows the agencies responsible for demonstrating transportation conformity in the San Joaquin Valley to supplement the 2014 budget for PM-2.5 with a portion of the 2014 budget for NOx, and use these adjusted motor vehicle emissions budgets for PM-2.5 and NOx to demonstrate transportation conformity with the PM-2.5 SIP for analysis years after 2014. As noted above, EPA approved the 2008 PM2.5 Plan (as revised in 2011) on November 9, 2011, which includes continued approval of the trading mechanism.

The trading mechanism will be used only for conformity analyses for analysis years after 2014. 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-2.5 budget shall only be those remaining after the NOx budget has been met.

The SJV 2012 PM2.5 Plan (addressing the 2006 PM2.5 standards) was approved by ARB in January 2013 and subsequently submitted to EPA on March 3, 2013. However, recent U.S Court of Appeals' decision remanding EPA PM2.5 Implementation Rule may postpone EPA's action on the Plan. EPA published a proposed rule on November 21, 2013 to address the effects of the Court's decision and has not begun the adequacy process on the conformity budgets in the 2012 Plan. As a result, we are assuming that those conformity budgets will not be available for use and that the 2008 PM2.5 Plan conformity budgets are the only budgets applicable and are used for this demonstration.

As noted above, in accordance with the EPA Transportation Conformity Rule Restructuring Amendments Nonattainment areas allows 2006 PM2.5 areas with adequate or approved 1997 PM2.5 budgets to determine conformity for both of the NAAQS at the same time, using the budget test.

E. ANALYSIS YEARS

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

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

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

**Table 1-5:
 San Joaquin Valley Conformity Analysis Years**

Pollutant	Budget Years¹	Attainment/ Maintenance Year	Intermediate Years	RTP Horizon Year
CO	NA	2018	2017/2025/2035	2040
Ozone	2014/2017/2020/2023	2032	N/A	2040
PM-10	NA	2020	2025/2035	2040
PM2.5	NA	2014	2017/2025/2035	2040

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

¹ Budget years that are not in the time frame of the transportation plan are not included as analysis years (e.g., CO 2003 and 2010, Ozone 2008 and 2011, PM-10 2005, PM2.5 2012), although they may be used to demonstrate conformity.

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 2017 and 2025.

For PM2.5, the attainment year is 2014 for both the 1997 and 2006 Standards. 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, 2005a). Per CAA section 172(a)(2), all PM2.5 nonattainment areas will have an initial maximum statutory attainment date of April 5, 2010. However, the submitted 2008 PM2.5 Plan shows that the San Joaquin Valley PM2.5 nonattainment area can attain the annual PM2.5 NAAQS in 2014. In addition, the attainment year for the 2006 PM2.5 areas will be 2014. Since this is the same attainment year as the 1997 standards noted above, no changes to the conformity analysis years are required.

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CHAPTER 2: LATEST PLANNING ASSUMPTIONS AND TRANSPORTATION MODELING

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

According to the conformity regulation, the time the conformity analysis begins is “the point at which the MPO or other designated agency begins to model the impact of the proposed transportation plan or TIP on travel and/or emissions.” The conformity analysis and initial modeling began in August 2013. A summary of transportation model updates and latest planning assumptions was transmitted to the San Joaquin Valley Interagency Consultation (IAC) for review and comments or concurrence on August 18, 2013. The summary was discussed on the September 17, 2013 IAC conference call. Both EPA and FHWA 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 MCTC uses the CUBE transportation model. The model was validated in 2014 for the 2010 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 MCTC Conformity Analysis**

Assumption	Year and Source of Data (MPO action)	Modeling	Next Scheduled Update
Population	Base Year: 2010 Census Projections: In January of 2013, the MCTC policy board accepted population projections from the 2012 Interim DOF Projections.	This data is disaggregated to the TAZ level for input into the CUBE for the base year validation.	Population projections will be reviewed and updated periodically with possible update in 2016.
Employment	Base Year: 2010 Projections: In January of 2013, the MCTC policy board accepted EDD/Info USA data to develop the 2010 employments baseline while DOF Interim Projections were used to develop the projections	This data is disaggregated to the TAZ level for input into the CUBE for the base year validation.	Employment projections will be reviewed and updated periodically with possible update in 2018.
Traffic Counts	Traffic data for validation representing the 2010 base validation year were obtained from the MCTC Traffic Counts Program, the cities of Madera and Chowchilla, Madera County and Caltrans.	CUBE was validated using these traffic counts.	All readily available counts are included in each model update.
Vehicle Miles of Travel	In February of 2013, the MCTC policy board accepted the 2010 transportation model validation for the 2010 base year.	CUBE is the transportation model used to estimate VMT in Madera 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.

Assumption	Year and Source of Data (MPO action)	Modeling	Next Scheduled Update
Speeds	Transportation models were validated using survey data on free flow speeds and common speed flow curves. Speed distributions were updated in EMFAC2011, using methodology approved by ARB and with information from the transportation model.	CUBE. The transportation model includes a feedback loop that assures congested speeds are consistent with travel speeds. EMFAC2011	A speed study will be conducted every five years is adequate funds are available.
Vehicle Registration	EMFAC2011 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.	EMFAC2011	EMFAC2011
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.

A. SOCIOECONOMIC DATA

POPULATION, EMPLOYMENT AND LAND USE

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

Supporting Documentation:

For MCTC's Regional Transportation Plan/Sustainable Communities Strategy, population projections from DOF Interim Projections (2012) were used as forecast year control totals. Because the base year for the plan is 2010, the most recent census data was used for the base year population total. The household totals for each forecast year were estimated using the ratio of population to housing from the 2010 Census, adjusting for population in group quarters.

Employment Development Department/Info USA data was used to develop the MCTC 2010 employment baseline. DOF Interim Projections were used to develop the projections. The population and housing forecasts are listed in Table 2-2. The employment totals for each forecast year were estimated using the ratio of employment from the 2010 base year inventory.

Land use and socioeconomic data at the zonal level are used for determining trip generation in the traffic model. Socio economic data at the Traffic Analysis Zones (TAZ) level were developed based on historic trends and planned development activity in consultation with the local agency representatives of the MCTC Technical Advisory Committee.

B. TRANSPORTATION MODELING

The San Joaquin Valley Metropolitan Planning Organizations (MPOs) utilize the Cube 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 (TAZs). In addition the model roadway networks include thousands of nodes and links. Link types include freeway, freeway ramp, other State route, expressway, arterial, collector, and local collector. Current and future-year road networks were developed considering local agency circulation elements of their general plans, traffic impact studies, capital improvement programs, and the State Transportation Improvement Program. The models use equilibrium, a capacity sensitive assignment methodology, and the data from the model for the emission estimates differentiates between peak and off-peak volumes and speeds. In addition, the model is reasonably sensitive to changes in time and other factors affecting travel choices. The results from model validation/calibration were analyzed for reasonableness and compared to historical trends.

Specific transportation modeling requirements in the conformity regulation are summarized below, followed by a description of how the MCTC transportation modeling methodology meets those requirements.

The Madera County travel model is a conventional travel demand forecasting model that is similar in structure to most other current area-wide models used for traffic forecasting. It uses land use, socioeconomic, and road network data to estimate travel patterns, roadway traffic volumes and performance measures.

The study area for the Madera County travel model covers all of Madera County. The county is divided into approximately 570 TAZs. Other travel to and from Madera County is represented by 16 gateway zones at major road crossings of the county line.

The travel demand model land use inputs (socioeconomic data) are aggregated by TAZ. Population related inputs include numbers of housing units stratified by 10 types. Employment-related inputs include employment by 21 employment categories. There are additional inputs possible for "special generators," which would primarily be recreational uses. Land uses outside of Madera County are represented by existing and projected traffic counts on the gateway roads at the county line.

The travel model roadway network includes nodes and links. Link types include freeway, highway, expressway, arterial, collector and freeway ramps. The model distinguishes between urban, suburban and rural areas. Important road network attributes include distances, number of lanes, uncongested speeds and terrain (flat, rolling or mountain).

Transit service is represented by attributes of each TAZ. If a TAZ is accessible to transit, the peak and off-peak average transit service frequencies are used to estimate transit times.

Four sequential steps (actually sub-models) are involved in the travel demand forecasting process:

- Trip Generation. This initial step translates household and employment data into person trip ends using trip generation rates established during model calibration.
- Trip Distribution. The second general step estimates how many trips travel from one zone to any other zone. The distribution is based on the number of trip ends generated in each of the two zones, and on factors that relate the likelihood of travel between any two zones to the travel time between the two zones.
- Mode Choice. This step estimates the proportions of the total person trips using drive alone or shared-ride auto, transit or non-motorized modes for travel between each pair of zones.
- Trip Assignment. In this final step, vehicle trips or transit trips from one zone to another are assigned to specific travel routes between the zones.

The Madera County travel model estimates travel demand and traffic volumes for the average weekday (Monday through Friday) daily time period, and traffic volumes for the A.M. and P.M. peak commute 3-hour periods and peak hours. Weekend peak traffic volumes could be estimated based on the weekday traffic volume forecasts and ratios of existing weekend-to-weekday traffic volumes measured from traffic counts.

The Madera County travel model includes a feedback loop that uses the congested speeds estimated from traffic assignment to recalculate the trip distribution. The feedback loop is also used to input congested road speeds to the mode choice process.

The Madera County travel model was validated by comparing its estimates of year 2010 traffic volumes with approximately 460 traffic counts from comparable years (2007-2010). The validation is compared to standard criteria for replicating total traffic volumes on various road types and for percent error on links.

TRAFFIC COUNTS

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

Supporting Documentation:

Traffic data for validation representing the 2010 base validation year were obtained from MCTC, the cities of Madera and Chowchilla, Madera County and Caltrans.

The Madera County travel model traffic validation is based on several criteria, including vehicle miles of travel (VMT), total volume by road type, and percent of links within acceptable limits.

The 2010 MCTC model estimate is within 3.1% of the Caltrans 2010 HPMS VMT.

SPEEDS

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

Supporting Documentation:

The valley traffic models include a feedback loop that uses congested travel times as an input to the trip distribution step. The feedback loop ensures that the congested travel speeds used as input to the air pollution emission models are consistent with the travel speeds used throughout the traffic model process.

The MCTC traffic model includes a feedback loop that uses congested travel times as an input to the trip distribution step. The feedback loop ensures that the congested travel speeds used as input to the air pollution emission models are consistent with the peak hour and off peak travel speeds used throughout the traffic model process.

TRANSIT

The conformity regulation requires documentation of any changes in transit operating policies and assumed ridership levels since the previous conformity determination. Document the use of the latest transit fares and road and bridge tolls.

Supporting Documentation:

The current version of the Madera County model estimates transit travel times based on service frequency and auto times. Bus routes are not directly coded into the model. Instead, each TAZ is designated by the average frequency of peak and off-peak transit service provided within walking distance of the TAZ.

Bus travel times are derived from the road network. A factor of 2.0 times the travel time for vehicles traveling at the prevailing road speed was found to generally match scheduled bus operating speeds.

Average wait times for bus trips are estimated as one-half of the maximum of the transit frequencies at the origin and destination of each trip. For example, if a particular trip has 70 minute service at the origin end and 35 minute service at the destination end, the average wait time will be estimated as one half of 70 minutes (the maximum of 70 and 35) or 35 minutes average wait time.

The mode choice model extends the definition of “mode” beyond the basic auto and transit options. In the Madera County model, both 2-person and 3+-person autos are predicted separately so as to retain the capability of analyzing 2-person vs. 3-person minimum carpool occupancy policies for HOV lanes. The model also predicts “walk access” to transit separately from “drive access” to better represent the tradeoffs between access modes, and to provide a clearer analysis of passenger facility usage and requirements at transit stations for walk, feeder bus, park/ride and kiss/ride transit access options. In all, the mode choice model predicts the following seven modes:

1. Drive Alone (DA)
2. 2-Person vehicle (SR2)
3. 3+-Person vehicle (SR3)
4. Walk to transit (TW)
5. Drive to transit (TD)
6. Bicycle (BK)
7. Walk (WK)

This set of alternative modes permits analysis of the trade-offs that will occur with a wide range of transportation projects or policies.

The Madera County model performs mode choice calculations separately for eight trip purposes (not including the three truck trip purposes), three household categories and two time periods:

Trip Purposes

1. Home-Work
2. Home-Shop
3. Home-K12
4. Home-College
5. Home-Other
6. Work-Other
7. Other-Other

8. Highway Commercial

Household Categories

1. Zero Auto Households
2. One Auto Households
3. Two-Plus Auto Households

Time Periods

1. Peak Transit Service (3-hour A.M. and 3-hour P.M. periods)
2. Off-Peak Transit Service (All other 18 hours)

Each of the household categories has a different likelihood of using transit and therefore model constants are estimated separately for each category.

VALIDATION/CALIBRATION

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

Supporting Documentation:

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

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

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

The Madera County travel model traffic validation is based on several criteria, including vehicle miles of travel (VMT), total volume by road type, and percent of links within acceptable limits.

The Caltrans Highway Performance Monitoring System (HPMS) estimates vehicle miles of travel for each county based on a sample of traffic counts on various road types. Vehicle miles of travel were estimated from the travel demand model by multiplying link volumes by link distances.

The 2010 MCTC model estimate is within 3.1% of the Caltrans 2010 HPMS VMT.

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 the 2015 Federal Transportation Improvement Program (2015 FTIP) and the 2014 Regional Transportation Plan (2014 RTP). Not all of the street and freeway projects included in the TIP/RTP qualify for inclusion in the highway network. Projects that call for study, design, or non-capacity improvements are not included in the networks. When these projects result in actual facility construction projects, the associated capacity changes are coded into the network as appropriate. Since the networks define capacity in terms of number of through traffic lanes, only construction projects that increase the lane-miles of through traffic are included.

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

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

C. TRAFFIC ESTIMATES

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

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

Horizon Year	Total Population (thousands)	Employment (thousands)	Average Weekday VMT (millions)	Total Lane Miles
2014	158	48	5193	N/A
2017	171	51	5412	N/A
2020	183	55	5665	1678
2023	195	59	5882	N/A
2025	206	61	6031	1712
2032	232	70	6636	N/A
2035	242	74	6788	1929
2040	265	80	7174	1952

D. VEHICLE REGISTRATIONS

MCTC does not estimate vehicle registrations, age distributions or fleet mix. Rather, current forecasted estimates for these data are developed by CARB and included in the EMFAC2011 model (http://www.arb.ca.gov/msei/onroad/latest_version.htm). EMFAC2011 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. EPA issued a federal register notice on March 6, 2013 formally approving EMFAC2011 for conformity.

E. STATE IMPLEMENTATION PLAN MEASURES

The air quality modeling procedures and associated spreadsheets contained in Chapter 3 Air Quality Modeling assume emission reductions consistent with the applicable air quality plans.

The emission reductions assumed for these committed measures reflect the latest implementation status of these measures. Committed control measures in the applicable air quality plans that reduce mobile source emissions and are used in conformity, are summarized below.

CARBON MONOXIDE

No committed control measures are included in the conformity demonstration.

OZONE

Committed control measures in the 2007 8-hour Ozone Plan (as revised in 2011) 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
Existing Local Reductions: Rule 9310 (School Bus Fleets)	Summer NOx
Existing State Reductions: Carl Moyer Program & AB 1493 GHG Standards	Summer ROG Summer NOx
New/Proposed Local Reductions: Rule 9410 (Employer Based Trip Reduction)	Summer ROG Summer NOx
New/Proposed State Reductions: Smog Check & Reformulated Gas (RFG)	Summer ROG Summer NOx

NOTE: This table is consistent with the 2007 8-Hour Ozone Plan (as revised in 2011) which was approved by EPA on March 1, 2012 (effective April 30, 2012). In addition, the ARB “Truck Rule” has been included in EMFAC2011 and removed from the list above.

PM-10

Committed control measures in the EPA approved 2007 PM-10 Maintenance Plan that reduce mobile source emissions and are included in the 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
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ARB existing Reflash, Idling, and Moyer	PM-10 annual exhaust NOx annual exhaust
District Rule 8061: Paved and Unpaved Roads	PM-10 paved road dust PM-10 unpaved road dust
District Rule 8021 Controls: Construction, Demolition, Excavation, Extraction, and Other Earth Moving Activities	PM-10 road construction dust

PM2.5

Committed control measures in the 2008 PM2.5 Plan (as revised in 2011) that reduce mobile source emissions and are included in the conformity demonstration are shown in Table 2-5.

**Table 2-5:
 2008 PM2.5 Plan Measures Assumed in the Conformity Analysis**

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

NOTE: This table is consistent with the 2008 PM2.5 Plan (as revised in 2011) as approved by EPA on November 9, 2011 (effective January 9, 2012). In addition, the ARB "Truck Rule" has been included in EMFAC2011 and removed from the table above.

CHAPTER 3: AIR QUALITY MODELING

The model used to estimate vehicle exhaust emissions for carbon monoxide, ozone precursors, and particulate matter is EMFAC2011. CARB emission factors for PM-10 have been used to calculate re-entrained paved and unpaved road dust, and fugitive dust associated with road construction. For the Conformity Analysis, model inputs not dependent on the TIP or RTP are consistent with the applicable SIP, 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).
- The 2007 Ozone Plan (as revised in 2011) was approved by EPA on March 1, 2012 (effective April 30, 2012)
- The 2007 PM-10 Maintenance Plan, which included revisions to the attainment plan, was approved (with minor technical corrections to the conformity budgets) by EPA on November 12, 2008.
- The 2008 PM2.5 Plan (as revised in 2011) was approved by EPA on November 9, 2011 (effective January 9, 2012).

The conformity regulation requirements for the selection of the horizon years are summarized in Chapter 1; regional emissions have been estimated for the horizon years summarized in Table 1-5.

A. EMFAC2011

The EMFAC model (short for EMISSION FACTOR) is a computer model that can estimate emission rates for motor vehicles for calendar years from 1990 to 2035 operating in California. Pollutant emissions for hydrocarbons, carbon monoxide, nitrogen oxides, particulate matter, lead, sulfur oxides, and carbon dioxide are output from the model. Emissions are calculated for passenger cars, light, heavy, and medium-duty trucks, motorcycles, 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. EMFAC2011 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 March 6, 2013 EPA announced the availability of this latest version of

the California EMFAC model for use in SIP development in California. EMFAC 2011 will be required for conformity analysis begun on or after September 6, 2013. In accordance with Section 93.111 the latest emission estimation model (EMFAC 2011) will be used in the 2014 RTP Conformity Demonstration.

In addition, EPA approved the CARB EMFAC2011 methodology for the San Joaquin Valley Heavy Duty Diesel Vehicle Vehicle Miles Traveled (VMT) Recession Adjustment January 14, 2014. The methodology explains how VMT should be updated in EMFAC2011 – SG. EPA and FHWA also provided concurrence on the *EMFAC2011 – SG Conformity Analysis and SB 375 Analysis Instructions for the San Joaquin Valley MPOs*.

A transportation data template has been prepared to summarize the transportation model output for use in EMFAC 2011. The template includes allocating VMT by speed bin by modeling period, as well as allocating VMT by vehicle classification to reflect the San Joaquin Valley Heavy Duty Diesel VMT Recession Adjustment Methodology for input into EMFAC 2011.

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.

B. ADDITIONAL PM-10 ESTIMATES

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

CALCULATION OF REENTRAINED DUST FROM PAVED ROAD TRAVEL

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

The road dust calculations have been updated to reflect this new methodology. More specifically, the emission factor equation and k value (particle size multiplier) have been updated accordingly. CARB default assumptions for roadway silt loading by roadway class, average vehicle weight,

and rainfall correction factor remain unchanged. Emissions are estimated for five roadway classes including freeways, arterials, collectors, local roads, and rural roads. Countywide VMT information is used for each road class to prepare the emission estimates.

CALCULATION OF REENTRAINED DUST FROM UNPAVED ROAD TRAVEL

The base methodology for estimating unpaved road dust emissions is based on a CARB methodology in which the miles of unpaved road are multiplied by the assumed VMT and an emission factor. In the 2007 PM-10 Maintenance Plan, it is assumed that all non-agricultural unpaved roads within the San Joaquin Valley receive 10 vehicle passes per day. An emission factor of 2.0 lbs PM-10/VMT is used for the unpaved road dust emission estimates. Emissions are estimated for city/county maintained roads.

CALCULATION OF PM-10 FROM ROADWAY CONSTRUCTION

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

PM-10 TRADING MECHANISM

The PM-10 SIP allows trading from the motor vehicle emissions budget for the PM-10 precursor NO_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 2005.

C. PM2.5 APPROACH

1997 Standard - EPA and FHWA have indicated that 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.

EPA issued guidance for creating annual on-road mobile source emission inventories for PM_{2.5} in August 2005 (EPA, 2005a). 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.

2006 Standard – EPA published 2006 24-hour PM_{2.5} standard Nonattainment area designations on November 13, 2009 with an effective date of December 14, 2009. Conformity to the 2006 24-hour PM_{2.5} standard began to apply on December 14, 2010. The 1997 standards will continue to apply as they were not revoked. It is important to note that the 2006 24-hour PM_{2.5} nonattainment area boundary for the San Joaquin Valley is exactly the same as the nonattainment area boundary for the 1997 annual standard.

The following PM_{2.5} approach addresses both the 1997 standards and the 2006 24-hour standard:

EMFAC2011 incorporates 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 emissions from motor vehicles for an annual average day..

EPA guidance indicates that State and local agencies need to consider whether 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 SJV MPOs do not have the data or ability to estimate seasonal variation at this time. Data collection and analysis for some studies are in the preliminary phases and cannot be relied upon for other analyses. Some statewide data for the seasonal variation of VMT on freeways does exist. However, traffic patterns on freeways do not necessarily represent the typical traffic pattern for local streets and arterials.

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

The SJV MPOs believe that the average annual day calculated from the current traffic models and EMFAC2011 represent the most accurate VMT data available. The MPOs will continue to discuss and research options that look at how VMT varies by month and season according to the local traffic models.

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

It is important to note that the San Joaquin Valley 2008 PM_{2.5} Plan (as revised in 2011) was approved by EPA on November 9, 2011 (effective January 9, 2012). The annual inventory methodology contained in the plan and used to establish emissions budgets is consistent with the methodology used herein. 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 EMFAC2011. 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.

1997 Standard – The 2008 PM_{2.5} Plan contains motor vehicle emission budgets for PM_{2.5} and NO_x established based on average annual daily emissions. The motor vehicle emissions budget for PM_{2.5} includes directly emitted PM_{2.5} motor vehicle emissions from tailpipe, brake wear and tire wear. VOC, SO_x, ammonia, and dust (from paved roads, unpaved roads, and road construction) were found to be insignificant and not included in the motor vehicle emission budgets for conformity purposes.

2006 Standard – In accordance with Transportation Conformity Rule PM_{2.5} and PM₁₀ Amendments published on March 24, 2010 (effective April 23, 2010) for 2006 PM_{2.5} NAAQS Nonattainment areas, if a 2006 PM_{2.5} area has adequate or approved SIP budgets that address the 1997 standards, it must use the budget test to determine conformity for both of the NAAQS at the same time.

PM_{2.5} TRADING MECHANISM

The PM_{2.5} SIP (as revised in 2011) allows trading from the motor vehicle emissions budget for the PM_{2.5} precursor NO_x to the motor vehicle emissions budget for primary PM_{2.5} using a 9 to 1 ratio. The trading mechanism will be used only for conformity analyses for analysis years after 2014.

D. SUMMARY OF PROCEDURES FOR REGIONAL EMISSIONS ESTIMATES

New step-by-step air quality modeling instructions were developed for SJV MPO use with EMFAC2011-SG including the San Joaquin Valley Heavy Duty Diesel VMT Recession Adjustment Methodology; approved by EPA January 14, 2014. These instructions were provided for interagency consultation in August 2013. EPA, FHWA, and ARB concurred. Documentation of the conformity analysis is provided in Appendix C, including:

- 2015 FTIP/2014 RTP Conformity EMFAC Spreadsheet
- 2015 FTIP/2014 RTP Conformity Paved Road Spreadsheet
- 2015 FTIP/2014 RTP Conformity Unpaved Road Dust Spreadsheet
- 2015 FTIP/2014 RTP Conformity Construction Spreadsheet
- 2015 FTIP/2014 RTP Conformity Trading Spreadsheets (PM-10 and PM2.5)
- 2015 FTIP/2014 RTP Conformity Totals Spreadsheet

CHAPTER 4: TRANSPORTATION CONTROL MEASURES

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

A. TRANSPORTATION CONFORMITY REGULATION REQUIREMENTS FOR TCMS

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

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

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

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

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

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

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

TCM REQUIREMENTS FOR A TRANSPORTATION PLAN

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

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

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

TCM REQUIREMENTS FOR A TRANSPORTATION IMPROVEMENT PROGRAM

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

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

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

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

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

B. APPLICABLE AIR QUALITY IMPLEMENTATION PLANS

Only transportation control measures from applicable implementation plans for the San Joaquin Valley region are required to be updated for this analysis. For 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 2007 Ozone Plan (as revised in 2011) was approved by EPA on March 1, 2012 (effective April 30, 2012). However, the Plan does not include TCMs for the San Joaquin Valley.

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

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

APPLICABLE IMPLEMENTATION PLAN FOR PM2.5

The 2008 PM2.5 Plan (as revised in 2011) was approved by EPA on November 9, 2011 (effective January 9, 2012). However, the Plan does not include TCMs for the San Joaquin Valley.

C. IDENTIFICATION OF 2002 RACM THAT REQUIRE TIMELY IMPLEMENTATION DOCUMENTATION

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

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

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

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

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

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

The Project TID table that was prepared at the request of FHWA for the 2004 Conformity Analysis, has been updated in each subsequent conformity analysis including the 2013 FTIP and 2011 RTP, as amended. 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 were applied to the 2002 RACM Commitments approved by reference as part of the Amended 2003 PM-10 Plan. In April 2006, EPA transmitted final tables that identified the approved RACM commitments that require timely implementation documentation for the Conformity Analysis. Subsequently, an approach to provide timely implementation documentation was developed in consultation with FHWA.

A new 2002 RACM TID Table was prepared in 2006 to address the more general RACM commitments that require additional timely implementation documentation per EPA. A brief summary of the commitment, including finite end dates if applicable, is included for each measure. The MPOs provided a status update regarding implementation in consultation with their member jurisdictions. If a specific project has been implemented, it is included in the Project TID Table under "Additional Projects Identified". This documentation was included in the Conformity Analysis for the 2007 TIP and 2004 RTP (as amended) that was approved by FHWA in October 2006 as well as the 2013 TIP and 2011 RTP, as amended. The 2002 RACM TID Table has been updated as part of this Conformity Analysis. A summary of this information is provided in Appendix E.

D. TCM FINDINGS FOR THE TIP AND REGIONAL TRANSPORTATION PLAN

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

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

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

In May 2003, the San Joaquin Valley MPO Executive Directors committed to conduct feasibility analyses as part of each new RTP in support of the 2003 PM-10 Plan. This commitment was retained in the 2007 PM-10 Maintenance Plan. In accordance with this commitment, MCTC undertook a process to identify and evaluate potential control measures that could be included in the 2014 RTP. The analysis of additional measures included verification of the feasibility of the measures in the PM-10 Plan BACM analysis, as well as an analysis of new PM-10 commitments from other PM-10 nonattainment areas.

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

The Local Government Control Measures considered in the PM-10 Plan BACM analysis that were considered for inclusion in the 2014 RTP included:

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

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

With the adoption of each new RTP, the MPOs will consider the feasibility of these measures, as well as identify any other new PM-10 measures that would be relevant to the San Joaquin Valley. MCTC also considered PM-10 commitments from other PM-10 nonattainment areas that had been developed since the previous RTP was approved. Federal websites were reviewed for any PM-10 plans that have been adopted since 2009. New PM-10 plans that have been reviewed include:

- a. Puerto Rico, Municipality of Guaynabo, PM-10 Limited Maintenance Plan, submitted March 2009 (EPA adequacy issued 8/25/09). On-road fugitive dust controls include paving, street sweeping and stabilization controls.

- b. Nogales, AZ PM-10 Attainment Demonstration, EPA approval notice signed 8/24/12. On-road fugitive dust controls include paving projects and capital improvement projects @ the Ports of Entry.
- c. Coso Junction, CA PM-10 Maintenance Plan, dated May 17, 2010 (EPA adequacy issued 9/3/10). No transportation control measures; transportation projects “exempt”.
- d. Sacramento, CA PM-10 Implementation / Maintenance Plan, dated October 28, 2010. No new control measures included; no existing on-road controls either.
- e. Truckee Meadows, NV PM-10 Maintenance Plan, adopted May 2009 (EPA adequacy issued 6/2/10). On-road fugitive dust controls include sweeping and sanding; contingency measures have already been considered in SJV analysis.
- f. Eagle River, AK PM-10 Maintenance Plan, adopted August 2010 (EPA adequacy issued 5/14/12). On-road fugitive dust controls includes paving, winter traction sand; contingency measures include sweeping.

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

Based on consultation with CARB and the Air District, MCTC considered priority funding allocations in the 2014 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 for the following four measures:

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

CHAPTER 5: INTERAGENCY CONSULTATION

The requirements for consultation procedures are listed in the Transportation Conformity Regulations under section 93.105. Consultation is necessary to ensure communication and coordination among air and transportation agencies at the local, State and Federal levels on issues that would affect the conformity analysis such as the underlying assumptions and methodologies used to prepare the analysis. Section 93.105 of the conformity regulation notes that there is a requirement to develop a conformity SIP that includes procedures for interagency consultation, resolution of conflicts, and public consultation as described in paragraphs (a) through (e). Section 93.105(a)(2) states that prior to EPA approval of the conformity SIP, “MPOs and State departments of transportation must provide reasonable opportunity for consultation with State air agencies, local air quality and transportation agencies, DOT and EPA, including consultation on the issues described in paragraph (c)(1) of this section, before making conformity determinations.” The Air District adopted Rule 9120 Transportation Conformity on January 19, 1995 in response to requirements in Section 176(c)(4)(c) of the Clean Air Act as amended in 1990. Since EPA has not approved Rule 9120 (the conformity SIP), the conformity regulation requires compliance with 40 CFR 93.105 (a)(2) and (e) and 23 CFR 450.

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

A. INTERAGENCY CONSULTATION

Consultation is generally conducted through the San Joaquin Valley Interagency Consultation Group (combination of previous Model Coordinating Committee and Programming Coordinating Group). The San Joaquin Valley Interagency Consultation (IAC) Group has been established by the Valley Transportation Planning Agency's Director's Association to provide a coordinated approach to valley transportation planning and programming (Transportation Improvement Program, Regional Transportation Plan, and Amendments), transportation conformity, climate change, and air quality (State Implementation Plan and Rules). The purpose of the group is to ensure Valley wide coordination, communication and compliance with Federal and California Transportation Planning and Clean Air Act requirements. Each of the eight Valley MPOs and the Air District are represented. In addition, the Federal Highway Administration, Federal Transit Administration, the Environmental Protection Agency, the California Air Resources Board and Caltrans (Headquarters, District 6, and District 10) are all represented. The IAC Group meets approximately quarterly.

The interagency consultation process for the 2015 TIP, 2014 RTP, and corresponding Conformity Analysis began on the September 2013 IAC conference call. Discussion topics included the draft

schedule, procedures and documentation, including analysis years. In August 2013, the Draft Conformity Analysis Years, Latest Planning Assumptions and Transportation Modeling, Air Quality Modeling, Transportation Control Measures, and Draft Conformity Procedures for Regional Emissions Estimates were transmitted for IAC. EPA and FHWA provided concurrence in September 2014. EPA and FHWA concurrence for the draft boilerplate document was provided in January 2014. Minor editorial updates in response to IAC have been incorporated. In addition, EPA approved the San Joaquin Valley Heavy Duty Diesel Vehicle VMT Recession Adjustment Methodology on January 14, 2014.

The Draft 2014 RTP was released on May 1, 2014 for a 55-day public comment period. The Draft 2015 TIP and corresponding conformity analysis was released for 30-day public review on May 26, 2014. All mentioned draft documents are scheduled to be adopted by the MCTC Policy Board in July 2014. Federal approval of the 2014 RTP and Conformity Analysis is anticipated by December 14, 2014.

The MCTC 2015 FTIP and 2014 RTP were developed in cooperation with MCTC's local agency partners, including member jurisdictions, tribal nations, Caltrans, and local transit agencies. During the development of the plans, MCTC vetted draft elements to the Roundtable Advisory Committee for review. The Roundtable group is comprised of member jurisdictions, tribal nations, Caltrans, local transit agencies, local school districts, community organizers, environmental and health advocates and members of the public at large.

B. PUBLIC CONSULTATION

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

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

CHAPTER 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, 8-hour ozone (ROG and NO_x), 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 (as revised in 2011) budgets established for ROG and NO_x for an average summer (ozone) season day. EPA approved the Plan and conformity budgets (as revised in 2011) on March 1, 2012, effective April 30. The modeling results for all analysis years indicate that the on-road vehicle ROG and 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 (with minor technical corrections to the conformity budgets) 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 budget for 2020. The TIP/RTP therefore satisfy the conformity emissions tests for PM-10.

1997 Standards: For PM_{2.5}, the applicable conformity test is the emission budget test, using budgets established in the 2008 PM_{2.5} Plan. EPA approved the 2008 PM_{2.5} Plan (as revised in 2011) November 9, 2011 (effective January 9, 2012). The modeling results for all analysis years indicate that the on-road vehicle PM_{2.5} and NO_x emissions predicted for the “Build” scenarios are less than the emissions budget. The TIP/RTP therefore satisfy the conformity emissions test for PM_{2.5} and nitrogen oxides.

2006 Standard: In accordance with Transportation Conformity Rule PM_{2.5} and PM₁₀ Amendments published on March 24, 2010 (effective April 23, 2010) for 2006 PM_{2.5} NAAQS Nonattainment areas, if a 2006 PM_{2.5} area has adequate or approved SIP budgets that address the 1997 standards, it must use the budget test. For PM_{2.5}, the applicable conformity test is the emission budget test, using budgets established in the 2008 PM_{2.5} Plan (as revised in 2011). EPA approved the 2008 PM_{2.5} Plan (as revised in 2011) November 9, 2011 (effective January 9, 2012). The modeling results for all analysis years indicate that the on-road vehicle PM_{2.5} and NO_x emissions predicted for the “Build” scenarios are less than the emissions budget. The TIP/RTP therefore satisfy the conformity emissions test for PM_{2.5} and nitrogen oxides.

As all requirements of the Transportation Conformity regulation have been satisfied, a finding of conformity for the Draft 2015 Federal Transportation Improvement Program and the 2014 Regional Transportation Plan is supported.

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

2014 RTP Conformity Results Summary -- MADERA					
Pollutant	Scenario	Emissions Total		DID YOU PASS?	
		ROG (tons/day)	NOx (tons/day)	ROG	NOx
Ozone	2014 Budget	2.5	7.7		
	2014	1.7	6.8	YES	YES
	2017 Budget	2.2	5.8		
	2017	1.3	5.1	YES	YES
	2020 Budget	2.0	4.7		
	2020	1.1	3.8	YES	YES
	2023 Budget	1.9	3.6		
	2023	1.0	2.8	YES	YES
	2032	1.0	2.7	YES	YES
2040	1.0	2.9	YES	YES	
PM-10		PM-10 (tons/day)	NOx (tons/day)	PM-10	NOx
	2020 Budget	4.7	6.5		
	2020	2.5	3.1	YES	YES
	2020 Budget	4.7	6.5		
	2025	3.2	2.0	YES	YES
	2020 Budget	4.7	6.5		
	2035	3.6	2.0	YES	YES
2020 Budget	4.7	6.5			
2040	3.6	2.2	YES	YES	

1997 PM2.5 24-Hour & Annual Standards and 2006 24- Hour Standard		PM2.5 (tons/day)	NOx (tons/day)		PM2.5	NOx
	2014 Budget	0.3	8.1			
	2014	0.2	6.8		YES	YES
	2014 Budget	0.3	8.1			
	2017	0.2	5.1		YES	YES
	2014 Budget	0.3	8.1			
	2025	0.2	2.7		YES	YES
	2014 Budget	0.3	8.1			
	2035	0.2	2.7		YES	YES
	2014 Budget	0.3	8.1			
2040	0.2	2.9		YES	YES	

PM-10	2020		2025		2035		2040	
	PM10	NOx	PM10	NOx	PM10	NOx	PM10	NOx
Total On-Road Exhaust	0.390	3.110	0.410	2.000	0.470	2.030	0.500	2.190
Paved Road Dust	1.566		2.163		2.338		2.485	
Unpaved Road Dust	0.511		0.511		0.511		0.511	
Road Construction Dust	0.078		0.101		0.324		0.068	
Total	2.545	3.110	3.185	2.000	3.643	2.030	3.564	2.190

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.

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APPENDIX A
CONFORMITY CHECKLIST

CONFORMITY ANALYSIS DOCUMENTATION

FHWA Checklist for MPO TIPs/RTPs

June 27, 2005

40 CFR	Criteria	Page	Comments
§93.102	Document the applicable pollutants and precursors for which EPA designates the area as nonattainment or maintenance. Describe the nonattainment or maintenance area and its boundaries.	Ch. 1 P. 8	
§93.104 (b, c)	Document the date that the MPO officially adopted, accepted or approved the TIP/RTP and made a conformity determination. Include a copy of the MPO resolution. Include the date of the last prior conformity finding.	E.S. P. 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.	Ch. 2, App. B	
§93.108	Document that the TIP/RTP is financially constrained (23 CFR 450).	E.S. P. 1	
§93.109 (a, b)	Document that the TIP/RTP complies with any applicable conformity requirements of air quality implementation plans (SIPs) and court orders.	Ch. 1, 2, 3, 4, 5, 6	
§93.109 (c-k)	Provide either a table or text description that details, for each pollutant and precursor, whether the interim emissions tests and/or the budget test apply for conformity. Indicate which emissions budgets have been found adequate by EPA, and which budgets are currently applicable for what analysis years.	Ch. 1 P. 9-13	
§93.110 (a, b)	Document the use of latest planning assumptions (source and year) at the "time the conformity analysis begins," including current and future population, employment, travel and congestion. Document the use of the most recent available vehicle registration data. Document the date upon which the conformity analysis was begun.	Ch. 2 P. 28	
USDOT/EP A guidance	Document the use of planning assumptions less than five years old. If unable, include written justification for the use of older data. (1/18/02)	Ch. 2 P. 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	Ch. 2 P. 24	

40 CFR	Criteria	Page	Comments
	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.		
§93.111	Document the use of the latest emissions model approved by EPA.	Ch. 3 P. 31	
§93.112	Document fulfillment of the interagency and public consultation requirements outlined in a specific implementation plan according to §51.390 or, if a SIP revision has not been completed, according to §93.105 and 23 CFR 450. Include documentation of consultation on conformity tests and methodologies as well as responses to written comments.	Ch. 5 P. 44, 45	
§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, 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) ⁱ	<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	
§93.118 (b)	Document for which years consistency with motor vehicle emissions budgets must be shown.	Ch. 1 P. 18	
§93.118 (d)	Document the use of the appropriate analysis years in the regional emissions analysis for areas with SIP budgets, and the analysis results for these years. Document any interpolation performed to meet tests for years in which specific analysis is not required.	Ch. 6 P. 46, 47	
§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	
§93.119 (g)	Document the use of the appropriate analysis years in the regional emissions analysis for areas without applicable SIP budgets.	Ch. 1 P. 6	
§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	Ch. 2, App B	

40 CFR	Criteria	Page	Comments
	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		
§93.122 (a)(2, 3)	Document that only emission reduction credits from TCMs on schedule have been included, or that partial credit has been taken for partially implemented TCMs. Document that the regional emissions analysis only includes emissions credit for projects, programs, or activities that require regulatory action if: the regulatory action has been adopted; the project, program, activity or a written commitment is included in the SIP; EPA has approved an opt-in to the program, EPA has promulgated the program, or the Clean Air Act requires the program (indicate applicable date). Discuss the implementation status of these programs and the associated emissions credit for each analysis year.	Ch. 2 P. 28, 29	
§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) ⁱⁱ	Document that a network-based travel model is in use that is validated against observed counts for a base year no more than 10 years before the date of the conformity determination. Document that the model results have been analyzed for reasonableness and compared to historical trends and explain any significant differences between past trends and forecasts (for per capita vehicle-trips, VMT, trip lengths mode shares, time of day, etc.).	Ch. 2 P. 20-28	
§93.122 (b)(1)(ii) ²	Document the land use, population, employment, and other network-based travel model assumptions.	Ch. 2 P. 20-28	
§93.122 (b)(1)(iii) ²	Document how land use development scenarios are consistent with future transportation system alternatives, and the reasonable distribution of employment and residences for each alternative.	Ch. 2 P. 20-28	
§93.122 (b)(1)(iv) ²	Document use of capacity sensitive assignment methodology and emissions estimates based on a methodology that differentiates between peak and off-peak volumes and speeds, and bases speeds on final assigned volumes.	Ch. 2 P. 20-28	
§93.122 (b)(1)(v) ²	Document the use of zone-to-zone travel impedances to distribute trips in reasonable agreement with the travel times estimated from final assigned traffic volumes. Where transit is a significant factor, document that zone-to-zone travel impedances used to distribute trips are used to model mode split.	Ch. 2 P. 20-28	
§93.122 (b)(1)(vi) ²	Document how travel models are reasonably sensitive to changes in time, cost, and other factors affecting travel choices.	Ch. 2 P. 20-28	

40 CFR	Criteria	Page	Comments
§93.122 (b)(2) ²	Document that reasonable methods were used to estimate traffic speeds and delays in a manner sensitive to the estimated volume of travel on each roadway segment represented in the travel model.	Ch. 2 P. 20-28	
§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 P. 20-28	
§93.122 (d)	In areas not subject to §93.122(b), document the continued use of modeling techniques or the use of appropriate alternative techniques to estimate vehicle miles traveled	Ch. 2 P. 20-28	
§93.122 (e, f)	Document, in areas where a SIP identifies construction-related PM10 or PM2.5 as significant pollutants, the inclusion of PM10 and/or PM2.5 construction emissions in the conformity analysis.	Ch. 3 P. 32-33	
§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, 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

TCM Exempt List

Jurisdiction/Agency	TIP/RTP Project ID	CTIPs Project ID (if available)		Description		Estimated Cost	Exemption Code (per CTIPs - next sheet)
TCM1 - Traffic Flow Improvements							
CHOWCITY	MAD302052	2210000252	Chowchilla	Various Locations - Robertson Blvd Commercial District	Pave alleys	\$352,000	1.10
CHOWCITY	MAD302053	2210000289	Ave 24 1/2	UPRR to Road 15 1/2	Shoulder Paving	\$300,000	1.04
MADCITY	MAD202072	2210000284	Raymond Road	Raymond Road	Shoulder Paving, Curb and Gutter	\$304,000	1.04
MADCO	MAD102056	2210000242	Road 30	Avenue 12 to 500 ft. north	Shoulder Paving, Curb and Gutter	\$72,000	1.04
MADCO	MAD102061	2210000288	Ave 9	Road 23 to Road 23 1/2	Shoulder Paving	\$99,000	1.04
MADCO	MAD102060	2210000286	Road 23	Ave 8 1/2 to Ave 9 1/2	Shoulder Paving	\$187,000	1.04
MADCO	MAD102065	2210000312	Northbound Road 28	Intersection of Road 28 and Avenue 14 1/2	Left Turn Lane	\$564,000	1.07
MADCO	MAD102057	2210000243	Road 406	Road 400 to 2.5 miles east	Pave dirt roads	\$534,000	1.03
MADCO	MAD102066	2210000313	Childrens Blvd and Peck	Intersection of Childrens Boulevard and Peck	Install Traffic Signal	\$373,000	5.02
MADCO	MAD102064	2210000311	Road 39 and Avenue 12 1/2	Road 39 and Avenue 12 1/2	Install Traffic Signal	\$263,000	5.02
MADCO	MAD102070	2210000345	North Fork	Road 274 and Road 225	Construct Roundabout	\$490,000	1.07
MADCITY	MAD202079	2210000333	Madera	Sports Complex	Shoulder Paving, Curb, Gutter	\$306,000	1.04
MADCITY	MAD202080	2210000334	Madera	Various Locations	Alley Paving	\$185,000	1.10
MADCITY	MAD202081	2210000335	Madera	Intersections of 4th Street, Lake Street, and Central Avenue	Intersection Improvements	\$450,000	1.07
MADCITY	MAD202085	2210000339	Madera	Intersection of Howard and Westberry Boulevard	Install Traffic Signal	\$402,000	5.02
TCM2 - Public Transit							
CHOWCITY	MAD313036	2210000295	CATX	Operating Assistance		\$2,759,000	2.01
MADCITY	MAD213091	2210000302	DAR	Operating Assistance		\$6,702,000	2.01
MADCITY	MAD213092	2210000303	MAX	Operating Assistance		\$7,655,000	2.01
MADCITY	MAD213093	2210000304	Intermodal Center	Operating Assistance		\$568,000	2.01
MADCITY	MAD213094	2210000321	MAX Preventative Maintenance	Operating Assistance		\$993,000	2.01
MADCO	MAD113041	2210000298	MCC	Operating Assistance		\$3,095,000	2.01
TCM3 - Bicycle/Pedestrian Program							
CHOWCITY	MAD302048	2210000203	School	Various	Construct Pedestrian Facilities	\$471,000	3.02
CHOWCITY	MAD302055	2210000331	Near Wilson School	Sidewalk Construction	Construct Pedestrian Facilities	\$471,000	3.02
MADCITY	MAD202069	2210000284	Tulare St, Cleveland, Raymond Rd	Tulare, Cleveland, Raymond Road	Construct Bike/Ped Facilities	\$336,000	3.02
MADCITY	MAD202046	2210000160	Fresno River Trail	Gateway & UPRR	Construct Bike/Ped Undercrossing	\$534,000	3.02
MADCITY	MAD202065	2210000247	Gateway, Central, 3rd, E Streets	Various Locations Bounded by Gateway, Central, 3rd, E St	Construct Pedestrian Facilities	\$315,000	3.02
MADCITY	MAD202066	2210000248	Fresno River Trail - Laurel Street	Sunset Avenue to Fresno River Trail	Construct Class I Bike Path	\$592,000	3.02
MADCITY	MAD202074	2210000315	Cleveland Avenue	Cleveland Avenue to Fresno River on MID	Construct Bike/Ped Facilities	\$379,000	3.02
MADCITY	MAD202076	2210000332	School	Sidewalk Construction around Schools and Commercial Areas	Construct Bike/Ped Facilities	\$266,000	3.02
MADCITY	MAD202082	2210000336	Fresno River Trail	Schnoor North to MID, North Bank Phase I	Construct Class I Bike Path	\$455,000	3.02
MADCITY	MAD202083	2210000337	Schnoor Avenue	Sidewalk Construction Between Sunset Avenue and Fresno River	Construct Pedestrian Facilities	\$132,000	3.02
MADCITY	MAD202086	2210000340	Fresno River Trail	Between North-South Trail Behind Montecito Park and Granada Drive (Phase II)	Construct Bike/Ped Facilities	\$146,000	3.02
MADCO	MAD102059	2210000249	Road 225	Creek Dr to Road 228	Construct Pedestrian Facilities	\$197,000	3.02
MADCO	MAD102068	2210000343	Avenue 12	Sidewalk construction Road 37 to Road 37 1/2	Construct Pedestrian Facilities	\$123,000	3.02
TCM5 - Alternative Fuels Program							
MADCO	MAD102067	2210000342	County Gov Center, County Campus	2 EV Charging Stations	EV Infrastructure	\$171,000	4.12
MADCO	MAD102069	2210000344	County	Purchase 1 New Electric Vehicle	Fleet Conversion	\$50,000	4.12
MADCO	MAD102071	2210000346	County	Purchase 1 New Electric Vehicle	Fleet Conversion	\$50,000	4.12
MADCITY	MAD202084	2210000338	Madera	Purchase 1 New CNG Transit Bus	Fleet Conversion	\$170,000	2.10
MADCITY	MAD202087	2210000341	Madera	Purchase 1 New CNG Transit Bus	Fleet Conversion	\$139,000	2.10
MADCITY	MAD213096	2210000328	Madera	Purchase 2 MAX Buses	Fleet Conversion	\$270,000	2.10
MADCITY	MAD213097	2210000329	Madera	Purchase 1 DAR Bus	Fleet Conversion	\$135,000	2.10
MADCITY	MAD213099	2210000348	Madera	Purchase 2 MAX Buses	Fleet Conversion	\$420,000	2.10
MADCITY	MAD213100	2210000349	Madera	Purchase 1 DAR Bus	Fleet Conversion	\$149,000	2.10
MADCITY	MAD213101	2210000350	Madera	Purchase 1 DAR Bus	Fleet Conversion	\$171,000	2.10
MADCITY	MAD213102	2210000351	Madera	Purchase 1 MAX Bus	Fleet Conversion	\$220,000	2.10
MADCITY	MAD213103	2210000352	Madera	Purchase 1 MAX Bus	Fleet Conversion	\$253,000	2.10

APPENDIX C

CONFORMITY ANALYSIS DOCUMENTATION

- 2015 FTIP/2014 RTP/ Conformity EMFAC Spreadsheet
- 2015 FTIP/2014 RTP Conformity Paved Road Spreadsheet
- 2015 FTIP/2014 RTP Conformity Unpaved Road Dust Spreadsheet
- 2015 FTIP/2014 RTP Conformity Construction Spreadsheet
- 2015 FTIP/2014 RTP FTIP Conformity Totals Spreadsheet

Paved Road Dust Emissions (tons/day)													
MADERA 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	1,968,824		0.000	0.000	0.000	0.075	0.000					
Enter Arterial VMT ==>	Arterial	2,922,692		0.000	0.000	0.000	0.282	0.000					
Enter Collector VMT ==>	Collector	219,495		0.000	0.000	0.000	0.407	0.000					
	Urban	149,007	54	51.808	50.272	0.138	0.324	0.093					
	Rural	404,923	148	609.007	590.951	1.619	0.090	1.473					
Enter Total of Urban and Rural Local VMT Here =>		553,930											
	Totals	5,664,941	202	660.815	641.223	1.757		1.566					
MADERA 2025													
		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	2,103,518	768	58.666	56.926	0.156	0.075	0.144					
Enter Arterial VMT ==>	Arterial	3,082,999	1,125	143.079	138.837	0.380	0.282	0.273					
Enter Collector VMT ==>	Collector	233,467	85	10.835	10.514	0.029	0.407	0.017					
	Urban	164,445	60	57.175	55.480	0.152	0.324	0.103					
	Rural	446,874	163	672.102	652.175	1.787	0.090	1.626					
Enter Total of Urban and Rural Local VMT Here =>		611,318											
	Totals	6,031,302	2,201	941.856	913.932	2.504		2.163					
MADERA 2035													
		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	2,316,193	845	64.597	62.682	0.172	0.075	0.159					
Enter Arterial VMT ==>	Arterial	3,520,353	1,285	163.376	158.532	0.434	0.282	0.312					
Enter Collector VMT ==>	Collector	298,426	109	13.850	13.439	0.037	0.407	0.022					
	Urban	175,599	64	61.053	59.243	0.162	0.324	0.110					
	Rural	477,184	174	717.689	696.411	1.908	0.090	1.736					
Enter Total of Urban and Rural Local VMT Here =>		652,783											
	Totals	6,787,755	2,478	1020.566	990.307	2.713		2.339					
MADERA 2040													
		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	2,418,810	883	67.459	65.459	0.179	0.075	0.166					
Enter Arterial VMT ==>	Arterial	3,740,793	1,365	173.607	168.460	0.462	0.282	0.331					
Enter Collector VMT ==>	Collector	319,966	117	14.849	14.409	0.039	0.407	0.023					
	Urban	186,921	68	64.990	63.063	0.173	0.324	0.117					
	Rural	507,953	185	763.965	741.315	2.031	0.090	1.848					
Enter Total of Urban and Rural Local VMT Here =>		694,874											
	Totals	7,174,443	2,619	1084.870	1052.705	2.884		2.486					
DO NOT CHANGE ANY ITEMS BELOW THIS LINE													
MADERA				Road Type		Base EF (lb PM10/ VMT)							
HPMS Local Urban/Rural Percent				Freeway		0.000152818							
From 1998 Assembly of Statistical Reports - Caltrans				Arterial		0.000254296							
26.9% Urban				Collector		0.000254296							
73.1% Rural				Local		0.00190513							
100.0% Total				Rural		0.008241141							
MADERA													
	January	February	March	April	May	June	July	August	September	October	November	December	Total/Average
Rain Days	8.0	7.0	7.0	4.0	2.0	1.0	0	0	1.0	2.0	5.0	6.0	
Total Days	31	28	31	30	31	30	31	31	30	31	30	31	
Rain Reduction Factor	0.94	0.94	0.94	0.97	0.98	0.99	1.00	1.00	0.99	0.98	0.96	0.95	0.970351703

Unpaved Road Dust Emissions (tons/day)													
MADERA 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	87.0	10	317.6	317.550	279.891	0.767	0.333	0.511				
MADERA 2025													
		Miles	Vehicle Passes per Day	VMT (1000/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)	District Rule 8061/ISR Control Rates	Control-Adjusted Emissions				
	City/County	87.0	10	317.6	317.550	279.891	0.767	0.333	0.511				
MADERA 2035													
		Miles	Vehicle Passes per Day	VMT (1000/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)	District Rule 8061/ISR Control Rates	Control-Adjusted Emissions				
	City/County	87.0	10	317.6	317.550	279.891	0.767	0.333	0.511				
MADERA 2040													
		Miles	Vehicle Passes per Day	VMT (1000/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)	District Rule 8061/ISR Control Rates	Control-Adjusted Emissions				
	City/County	87.0	10	317.6	317.550	279.891	0.767	0.333	0.511				
DO NOT CHANGE ANY ITEMS BELOW THIS LINE													
MADERA													
	January	February	March	April	May	June	July	August	September	October	November	December	Total/Average
Rain Days	8.0	7.0	7.0	4.0	2.0	1.0	0	0	1.0	2.0	5.0	6.0	
Total Days	.31	.28	.31	.30	.31	.30	.31	.31	.30	.31	.30	.31	
Rain Reduction Factor	0.74	0.75	0.77	0.87	0.94	0.97	1.00	1.00	0.97	0.94	0.83	0.81	0.88140681

Road Construction Dust								
MADERA								
Description	2020		2025		2035		2040	
	Year	Lane Miles						
Baseline	2005	1599	2020	1678	2025	1712	2035	1929
Horizon	2020	1678	2025	1712	2035	1929	2040	1952
Difference	15	79	5	34	10	217	5	23
Lane Miles per Year		5		7		22		5
Acres Disturbed		20		26		84		18
Acre-Months		369		475		1515		321
Emissions (tons/year)		40.586		52.224		166.656		35.328
Annual Average Day Emissions (tons)		0.111		0.143		0.457		0.097
District Rule 8021 Control Rates		0.290		0.290		0.290		0.290
Total Emissions (tons per day)		0.079		0.102		0.324		0.069

2014 RTP Conformity Results Summary -- MADERA

Pollutant	Scenario	Emissions Total		DID YOU PASS?	
		ROG (tons/day)	NOx (tons/day)	ROG	NOx
Ozone	2014 Budget	2.5	7.7		
	2014	1.7	6.8	YES	YES
	2017 Budget	2.2	5.8		
	2017	1.3	5.1	YES	YES
	2020 Budget	2.0	4.7		
	2020	1.1	3.8	YES	YES
	2023 Budget	1.9	3.6		
	2023	1.0	2.8	YES	YES
	2032	1.0	2.7	YES	YES
2040	1.0	2.9	YES	YES	
PM-10	2020 Budget	4.7	6.5		
	2020	2.5	3.1	YES	YES
	2020 Budget	4.7	6.5		
	2025	3.2	2.0	YES	YES
	2020 Budget	4.7	6.5		
	2035	3.6	2.0	YES	YES
	2020 Budget	4.7	6.5		
	2040	3.6	2.2	YES	YES
1997 PM2.5 24-Hour & Annual Standards and 2006 24-Hour Standard	2014 Budget	0.3	8.1		
	2014	0.2	6.8	YES	YES
	2014 Budget	0.3	8.1		
	2017	0.2	5.1	YES	YES
	2014 Budget	0.3	8.1		
	2025	0.2	2.7	YES	YES
	2014 Budget	0.3	8.1		
	2035	0.2	2.7	YES	YES
	2014 Budget	0.3	8.1		
2040	0.2	2.9	YES	YES	

PM-10	2020		2025		2035		2040	
	PM10	NOx	PM10	NOx	PM10	NOx	PM10	NOx
Total On-Road Exhaust	0.390	3.110	0.410	2.000	0.470	2.030	0.500	2.190
Paved Road Dust	1.566		2.163		2.338		2.485	
Unpaved Road Dust	0.511		0.511		0.511		0.511	
Road Construction Dust	0.078		0.101		0.324		0.068	
Total	2.545	3.110	3.185	2.000	3.643	2.030	3.564	2.190

APPENDIX D

**TIMELY IMPLEMENTATION DOCUMENTATION FOR
TRANSPORTATION CONTROL MEASURES**

<u>RACM Commitment</u>	<u>Agency</u>	<u>Measure Title</u>	<u>Measure Description (not verbatim)</u>	<u>Implementation Status</u>	<u>2015 Conformity Update</u>
				<u>(as of 5/12)</u>	<u>(as of 5/14)</u>
MA3.5	MCTC	Preferential Parking for Carpools and Vanpools	Encourage the establishment of preferential parking for carpools and vanpools annually	MCTC has an ongoing public awareness program that utilizes collaboration with member agencies and the MCTC Website. See Project TID Table.	The MCTC Public Awareness program is an ongoing annual program.
MA3.9	MCTC	Encourage merchants and employers to subsidize the cost of transit for employees	Provide outreach services annually	MCTC has an ongoing public awareness program that utilizes collaboration with member agencies and the MCTC Website. See Project TID Table.	The MCTC Public Awareness program is an ongoing annual program.
MA5.3	Chowchilla	Reduce Traffic Congestion at Major Intersections	Improve intersections projected to experience congestion	Chowchilla has not identified or implemented any Traffic Signal Projects since the date of the last report March 2010.	Chowchilla has identified Traffic Signal Projects since the date of the last report May 2012.
MA9.3	Chowchilla	Bicycle/Pedestrian Program	Implement City Bike Plan	Chowchilla has not identified or implemented any Bike/Pedestrian projects since the date of the last report March 2010.	Chowchilla has identified Bike/Pedestrian facility project since the date of last report May 2012.
MA5.3	Madera County	Reduce Traffic Congestion at Major Intersections	Improve intersections projected to experience congestion	The County has identified and implemented several traffic signal projects since 2002. See Project TID Table. The County identified and implemented a traffic signal project on SR 41. See Project TID Table.	The County identified and implemented two traffic signal projects since the date of the last report May 2012. See Project TID Table.
MA9.3	Madera County	Bicycle/Pedestrian Program	Implement County Bike Plan	The County has identified and implemented several bicycle and pedestrian facilities projects. See Project TID Table. The County identified and implemented two bicycle and pedestrian projects on Road 36. See Project TID Table	The County has identified and implemented one Bike/Pedestrian project since the date of the last report May 2012.
MA5.3	City of Madera	Reduce Traffic Congestion at Major Intersections	Continue intersection improvements to reduce traffic congestion at major intersections	Madera has identified and implemented several traffic signal projects since 2002. See Project TID Table. Traffic conditions are determined by staff using traffic counts, traffic flow, and accident history. Madera has identified and implemented a traffic signal project on Sunset Ave. See Project TID Table.	Madera has identified and implemented a traffic signal modification projects since the date of last report May 2012. See Project TID Table.
MA9.3	City of Madera	Bicycle/Pedestrian Program	Implement City Bike Plan	Madera identified and implemented two Bike/Pedestrian facility project since the date of last report March 2010. See Project TID Table.	Madera has identified Bike/Pedestrian facility project since the date of last report May 2012.

<u>RACM Commitment</u>	<u>Agency</u>	<u>Commitment Description</u>	<u>Commitment Schedule</u>	<u>Commitment Funding</u>	<u>TIP</u>	<u>TIP Project ID</u>	<u>Project Description</u>	<u>Implementation Status</u> (as of 5/12)	<u>2015 Conformity Update</u> (as of 5/14)
MA 3.1	MCTC	Commute Solutions		Funding is allocated through the annual budget process.			MCTC agrees to act as an information resource for employers within Madera County for the Commute Solutions Program. MCTC will promote the program by providing information to employers with fifty or greater employees on an annual basis.	The Commute Solutions Program is not programmed in the TIP. MCTC expanded our efforts through the new letter, which has regular articles documenting the benefits of alternative commuting methods. MCTC continues to provide commute solutions information through the Public Awareness Program. In November of 2010 MCTC joined the California Vanspool Authority as a sponsor of the CalVans.	MCTC continues to provide commute solutions information through the Public Awareness Program.
MA 14.1 (MA 11.2, MA 11.6, MA 13.3, 13.4, TCMB,)	MCTC	Area wide Public Awareness Programs		Funding is allocated through the annual budget process and documented in MCTC's OWP. \$40,000 will be budgeted for the first year of implementation.			MCTC agrees to expand public outreach by implementation of this measure through a new work element entitled "Public Awareness Program." This program will be developed during the first year of implementation and will include the following activities: Development of public outreach tools (i.e., website, newsletter, etc.); Rideshare promotion; Providing resources for the Commute Solutions program to employers; Promotion of alternative modes of transportation (i.e., bicycle, pedestrian, transit, and rail); Encouraging telecommuting and the use of teleconferencing; Encouraging other emission reduction behavior modifications (i.e., voluntary limiting of idling, engine retrofits, and implementation of incentive programs). This measure is an expansion of previous accomplishments through participation in	Public awareness programs are not programmed in the TIP. MCTC expanded public outreach by developing a new newsletter and website. MCTC developed a Public Participation Plan, which was approved in May 2004. The MCTC Public Awareness Program is an ongoing annual program.	The MCTC Public Awareness Program is an ongoing annual program.
MA 5.2	City of Madera	Cleveland Avenue	not specified	not specified	2002	MAD217004	In City of Madera; reconstruct & widen existing 2 lane street to provide raised median, bike lane, sidewalks, & install 2 traffic signals.	The City of Madera reviews its signal systems (4 or more contiguous in accordance with the FTP CMAQ programming cycle). Signal coordination is not warranted on Cleveland Ave. at this time.	The City of Madera reviews its signal systems (4 or more contiguous in accordance with the FTP CMAQ programming cycle). Signal coordination is not warranted on Cleveland Ave. at this time.
		Gateway Drive: coordinate five signals	not specified	not specified	2002	MAD202045	In Madera, Gateway Drive from 4th Street to Olive Avenue: signal coordination	Project Completed November 2005.	Complete
MA 5.9	City of Madera	Bus Pullouts in Curbs for passenger Loading	31-Mar-02	Funding is allocated through the annual budget process and through the regular project programming cycle			Bus pullout project scheduled at intersection of W. Cleveland and N. Schnoor Avenues.	This project was not included in the TIP. The bus pullout project on the N.W. corner of Cleveland and Schnoor was locally funded and completed in June 2002.	Complete

ADDITIONAL PROJECTS IDENTIFIED								
MA3.5	MCTC	Preferential Parking for Carpools and Vanpools		Funding is allocated through the annual budget process.		Encourage the establishment of preferential parking for carpools and vanpools annually	The Preferential Parking Outreach Program is not programmed in the TIP. The MCTC website has featured articles documenting the benefits of alternative commuting methods. MCTC continues to provide Preferential Parking, Vanpool, and Carpool information through the Public Awareness Program.	MCTC continues to provide Preferential Parking, Vanpool, and Carpool information through the Public Awareness Program.
MA3.9	MCTC	Encourage merchants and employers to subsidize the cost of transit for employees		Funding is allocated through the annual budget process.		Provide outreach services annually	The Preferential Parking Outreach Program is not programmed in the TIP. The MCTC website has featured articles documenting the benefits of alternative commuting methods. MCTC continues to provide Preferential Parking, Vanpool, and Carpool information through the Public Awareness Program.	MCTC continues to provide Transit Subsidy Information through the Public Awareness Program. In November of 2010 MCTC joined the California Vanpool Authority as a sponsor of the CalVans program.
MA5.3	City of Chowchilla	Reduce Traffic Congestion at Major Intersections	Local		N/A	Installed traffic signal at intersection of Robertson Blvd/SR 233 and 11th Street	Project Completed Summer 2007	Complete
MA9.3	City of Chowchilla	Bicycle/Pedestrian Program	Local		N/A	In Chowchilla, Class II Bike lane on Avenue 26 from Road 16 1/2 to Fig Tree Road	Project Completed September 2002	Complete
MA5.3	Madera County	Reduce Traffic Congestion at Major Intersections	Local		N/A	In Coarsegold, Installed traffic signal at Chukchansi Casino	Project Completed in 2002	Complete
			Local		N/A	In Madera Ranchos, Installed traffic signal at Road 36/Avenue 12	Project Completed in 2002.	Complete
			Local		N/A	In Oakhurst, Installed traffic signal at Road 427/Road 426	Project Completed in 2002.	Complete
			Local		N/A	Installed traffic signal at Road 200/SR 41	Project Completed November 2007.	Complete
			SHOPP		N/A	Installed traffic signals at SR 99/Ave 12	Project Completed in 2009.	Complete
			SHOPP		N/A	Installed traffic signal at SR 41/Yosemite Springs Parkway	Project Completed in May 2009	Complete
			HSP		N/A	Installed traffic signal at Lanes Bridge Dr./Childrens Blvd	Project Completed August 2009.	Complete
			Local		N/A	Installed traffic signal at SR 41/Road 415	Project Completed September 2009.	Complete
			Local		N/A	Installed traffic signal and right through lane at SR 41/Road 200	Project Completed in 2010	Complete
			Local		N/A	Installed traffic signal at Avenue 12 and Road 36	Project Completed in 2011	Complete
			Local		N/A	Installed Signal in Madera County at Avenue 12 overcrossing	Project Completed in 2010	Complete
			Local		N/A	Installed Signal in Madera County just west of Avenue 12 overcrossing	Project Completed in 2013	Complete
			Local		N/A	Installed Signal in Madera County at Janes Rd and Children's Blvd	Project Completed in 2012	Complete
MA9.3	Madera County	Bicycle/Pedestrian Program	Local		N/A	Class II bicycle lanes on Road 427	Project Completed July 2002	Complete
			Local		N/A	In Oakhurst, Constructed sidewalk on SR41	Project Completed January 2003	Complete
			Local		N/A	Constructed sidewalk on Road 26 at Ave 17	Project Completed January 2004	Complete
			Local		N/A	Class II Bicycle Lanes on RD 26 from Madera city limits to Ave 17	Project Completed November 2005	Complete
			Local		N/A	Constructed sidewalk on Road 36 at Ave 12	Project Completed September 2006	Complete
			Local		N/A	Class II Bicycle Lanes on Road 36 North of Ave 12	Project Completed September 2006	Complete
			Local		N/A	Constructed Bicycle Lanes and Pedestrian Walkways at Desmond and Nishimoto Schools in Madera county	Project Completed in 2011	Complete
			Local		N/A	In Oakhurst, Constructed sidewalk on Road 426	Project Completed in 2013	Complete
MA5.3	City of Madera	Reduce Traffic Congestion at Major Intersections	Local		N/A	In Madera, Installed traffic signal at Olive/Gateway	Project Completed June 2002	Complete
			Local		N/A	In Madera, Installed traffic signal at Olive/Stadium	Project Completed February 2004	Complete
			Local		N/A	In Madera, Installed traffic signal at Schnoor/Foxglove	Project Completed June 2004	Complete
			Local		N/A	In Madera, Installed traffic signal at Schnoor/Sunset	Project Completed June 2004	Complete
			Local		N/A	In Madera, traffic signal modifications at Stadium Rd./Pecan Ave.	Project Completed September 2008	Complete
			Local		N/A	In Madera, Installed traffic signal at Raymond Rd./Cleveland Ave.	Project Completed 2012	Complete
			Local		N/A	In Madera, Installed double left turn lanes at Cleveland and School	Project Completed 2013	Complete
MA9.3	City of Madera	Bicycle/Pedestrian Program	Local		N/A	Class I Bike Path- Fresno River Trail - Schnoor to Granada	Project completed in 2002	Complete
			Local		N/A	Class I Bike Path- Fresno River Trail - Granada to Westberry	Project completed in 2005	Complete
			Local		N/A	Class II Bike Lane - Cleveland Ave from Sharon to Raymond	Project completed in 2005	Complete
			Local		N/A	Class II Bike Lane - Stadium Road n/o Pecan	Project completed in 2005	Complete
			Local		N/A	Fresno River Trail Undercrossing at D & Lake Street	Project completed August 2008	Complete
			Local		N/A	Fresno River Trail Bike and Pedestrian Trail, Cals 1 Bike and Undercrossing	Project completed in 2010	Complete
			Local		N/A	Schnoor Bridge Fresno River Traller	Project completed in 2012	Complete

APPENDIX E
PUBLIC MEETING PROCESS DOCUMENTATION

**NOTICE OF PUBLIC HEARING ON THE
DRAFT 2015 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM,
THE DRAFT 2014 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE
COMMUNITY STRATEGY, CORRESPONDING DRAFT CONFORMITY
ANALYSIS, AND DRAFT ENVIRONMENTAL IMPACT REPORT**

NOTICE IS HEREBY GIVEN that the Madera County Transportation Commission (MCTC) will hold a public hearing on June 18, 2014 at 3:00pm at the MCTC office building at 2001 Howard Road, Madera, Ca 93637 regarding the Draft 2015 Federal Transportation Improvement Program (2015 FTIP) and corresponding Draft Air Quality Conformity Analysis for the 2015 FTIP and 2014 RTP/SCS and Draft Environmental Impact Report.

Two public hearings will be held regarding the Draft 2014 Regional Transportation Plan/Sustainable Community Strategy (2014 RTP/SCS and the Draft Environmental Impact Report (EIR). Both will be held at the MCTC office building at 2001 Howard Road, Madera, Ca 93637. The first will be on June 18, 2014 at 3:00pm. The Second will be on June 23, 2014 at 6:00pm.

The purpose of the public hearing is to receive public comments on these documents:

- The 2015 FTIP is a near-term listing of capital improvement and operational expenditures utilizing federal and state monies for transportation projects in Madera County during the next four years.
- The 2014 RTP/SCS is a long-term coordinated transportation/land use strategy to meet Madera County transportation needs out to the year 2040.
- The EIR document provides an analysis of potential environmental impacts related to the implementation of the RTP/SCS as required by the California Environmental Quality Act.
- The corresponding Conformity Analysis contains the documentation to support a finding that the 2015 FTIP and 2014 RTP/SCS meet the air quality conformity requirements for ozone and particulate matter.

Individuals with disabilities may call MCTC (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 55-day public review and comment period for the Draft 2014 RTP/SCS and Draft EIR began on May 1, 2014 and will conclude on June 26, 2014. The draft documents are available for review at the MCTC office building at 2001 Howard Road, Madera, Ca 93637 and on the MCTC website at www.maderactc.org.

A 30-day public review and comment period for the Draft 2015 FTIP and corresponding Conformity Analysis will begin on May 26, 2014 and will conclude on June 26, 2014. The draft documents are available for review at the MCTC office building at 2001 Howard Road, Madera, Ca 93637 and on the MCTC website at www.maderactc.org.

Public comments are welcomed at the hearings, or may be submitted in writing by 5:00pm on June 26, 2014 to Dylan Stone at the address below.

After considering the comments, the documents will be considered for adoption, by resolution, by the MCTC Policy Board at a regularly scheduled meeting to be held on July 23, 2014. The documents will then be submitted to state and federal agencies for approval.

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

Proof of Publication
(2015.5 C.C.P.)

Received

JUN - 6 2014

Madera CTC

NOTICE OF PUBLIC HEARING
RE: DRAFT 2015 FTIP
JUNE 18, 2014

STATE OF CALIFORNIA)
) ss.
County of Madera)

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 Madera Tribune, a newspaper of general circulation, published in the City of Madera, County of Madera, and which newspaper has been adjudged a newspaper of general circulation by the Superior Court of the County of Madera, State of California, under the date of November 9, 1966, Case Number 4875 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:

MAY 24, 2014

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



Signature

Date: May 24, 2014

Proof of Publication - The Madera Tribune, P.O. Box 269
Adjudged a newspaper of general circulation by court dec
The Madera Tribun

NOTICE OF PUBLIC HEARING ON THE DRAFT 2015 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM, THE DRAFT 2014 REGIONAL TRANSPORTATION PLANS/SUSTAINABLE COMMUNITY STRATEGY, CORRESPONDING DRAFT CONFORMITY ANALYSIS, AND DRAFT ENVIRONMENTAL IMPACT REPORT

NOTICE IS HEREBY GIVEN that the Madera County Transportation Commission (MCTC) will hold a public hearing on June 18, 2014 at 3:00pm at the MCTC office building at 2001 Howard Road, Madera, Ca 93637 regarding the Draft 2015 Federal Transportation Improvement Program (2015 FTIP) and corresponding Draft Air Quality Conformity Analysis for the 2015 FTIP and 2014 RTP/SCS and Draft Environmental Impact Report.

Two public hearings will be held regarding the Draft 2014 Regional Transportation Plan/Sustainable Community Strategy (2014 RTP/SCS) and the Draft Environmental Impact Report (EIR). Both will be held at the MCTC office building at 2001 Howard Road, Madera, Ca 93637. The first will be on June 18, 2014 at 3:00pm. The second will be on June 23, 2014 at 6:00pm.

The purpose of the public hearing is to receive public comments on these documents:

- The 2015 FTIP is a near-term listing of capital improvement and operational expenditures utilizing federal and state monies for transportation projects in Madera County during the next four years.
- The 2014 RTP/SCS is a long-term coordinated transportation/land use strategy to meet Madera County transportation needs out to the year 2040.
- The EIR document provides an analysis of potential environmental impacts related to the implementation of the RTP/SCS as required by the California Environmental Quality Act.
- The corresponding Conformity Analysis contains the documentation to support a finding that the 2015 FTIP and 2014 RTP/SCS meet the air quality conformity requirements for ozone and particulate matter.

Individuals with disabilities may call MCTC (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 55-day public review and comment period for the Draft 2014 RTP/SCS and Draft EIR began on May 1, 2014 and will conclude on June 26, 2014. The draft documents are available for review at the MCTC office building at 2001 Howard Road, Madera, Ca 93637 and on the MCTC website at www.maderactc.org.

A 30-day public review and comment period for the Draft 2015 FTIP and corresponding Conformity Analysis will begin on May 26, 2014 and will conclude on June 26, 2014. The draft documents are available for review at the MCTC office building at 2001 Howard Road, Madera, Ca 93637 and on the MCTC website at www.maderactc.org.

Public comments are welcomed at the hearings, or may be submitted in writing by 5:00 pm on June 26, 2014 to Dylan Stone at the address below.

After considering the comments, the documents will be considered for adoption and resolution, by the MCTC Policy Board at a regularly scheduled meeting to be held on July 23, 2014. The documents will then be submitted to state and federal agencies for approval.

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

No. 1145 - May 24, 2014

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

In the matter of) Resolution No. 14-08
AIR QUALITY CONFORMITY)
ANALYSIS CORRESPONDING TO THE)
2015 FEDERAL TRANSPORTATION)
IMPROVEMENT PROGRAM AND 2014)
REGIONAL TRANSPORTATION PLAN)

WHEREAS, the Madera County Transportation Commission (MCTC) 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 a 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, the 2015 Federal Transportation Improvement Program (2015 FTIP) has been prepared to comply with Federal and State requirements for local projects 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 Madera County Transportation Commission forum and general public involvement; and

WHEREAS, the 2015 FTIP program listing is consistent with: 1) the 2014 Regional Transportation Plan, 2) the 2014 State Transportation Improvement Program; and 3) the Corresponding Conformity Analysis; and

WHEREAS, the 2015 FTIP contains the MPO's certification of the transportation planning process assuring that all federal requirements have been fulfilled; and

WHEREAS, the 2015 FTIP meets all applicable transportation planning requirements per Title 23 CFR Part 450; and

WHEREAS, projects submitted in the 2015 FTIP must be financially constrained and the financial plan affirms that funding is available; and

WHEREAS, the 2015 FTIP and 2014 RTP includes a new Conformity Analysis; and

WHEREAS, the MPO must demonstrate conformity per 40 CFR Part 93 for the 2015 FTIP and 2014 RTP; and

WHEREAS, the 2015 FTIP and 2014 RTP do not interfere with the timely implementation of the Transportation Control Measures; and

WHEREAS, the 2015 FTIP and 2014 RTP conforms to the applicable SIPs; and

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

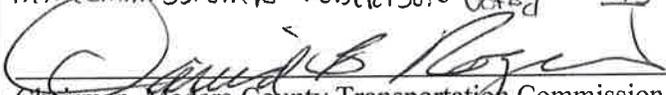
WHEREAS, a public hearing was conducted on June 18, 2014 to hear and consider comments on the Conformity Analysis corresponding to the 2015 FTIP and 2014 RTP; and

NOW, THEREFORE, BE IT RESOLVED, that MCTC adopts the Conformity Analysis corresponding to the 2015 FTIP and 2014 RTP.

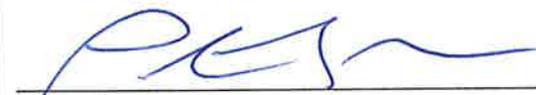
BE IT FURTHER RESOLVED, that the MCTC finds that the 2015 FTIP and 2014 RTP are in conformity with the requirements of the Federal Clean Air Act Amendments and applicable State Implementation Plans for air quality.

The foregoing resolution was adopted this 23rd day of July, 2014 by the following vote:

Commissioner Rodriguez voted:	<u>Yes</u>
Commissioner Rogers voted:	<u>Yes</u>
Commissioner Wheeler voted:	<u>Yes</u>
Commissioner Poythress voted:	<u>Absent</u>
Commissioner Medellin voted:	<u>Yes</u>
Commissioner Hebert voted:	<u>Yes</u>
Alt. Commissioner Robertson voted:	<u>Yes</u>



 Chairman, Madera County Transportation Commission



 Executive Director, Madera County Transportation Commission

ATTACHMENT 4
PUBLIC NOTICE AND RESOLUTION

Proof of Publication

(2015.5 C.C.P.)

NOTICE OF PUBLIC HEARING

JAN. 21, 2015

RE: DRAFT AMENDMENT #1 2015 FTIP

STATE OF CALIFORNIA)
) ss.
County of Madera)

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 Madera Tribune, a newspaper of general circulation, published in the City of Madera, County of Madera, and which newspaper has been adjudged a newspaper of general circulation by the Superior Court of the County of Madera, State of California, under the date of November 9, 1966, Case Number 4875 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:

DECEMBER 17, 2014

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



Signature

Date: December 17, 2014

NOTICE OF PUBLIC HEARING ON THE DRAFT AMENDMENT #1 TO THE 2015 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM

NOTICE IS HEREBY GIVEN that the Madera County Transportation Commission (MCTC) will hold a public hearing on January 21, 2015 at 3:00 p.m. at the MCTC Board Room at 2001 Howard Road, Suite 201, Madera, CA 93637 regarding the Draft Amendment #1 to the 2015 Federal Transportation Improvement Program (FTIP). The purpose of the hearing is to receive public comments.

- The 2015 FTIP is a listing of capital improvement and operational expenditures utilizing federal and state monies for transportation projects in Madera County during the next four years. The 2015 FTIP Draft Amendment #1 adds a regionally significant project that is included in the 2014 Regional Transportation Plan (RTP), where the design concept and scope is consistent with the 2014 RTP.
- The Draft Amendment #1 to the 2015 FTIP is a Type 4 Amendment that relies on the previous emission analysis and air quality conformity determination.

A concurrent 30-day public review and comment period will commence on December 18, 2014 and concludes on January 16, 2015 at 5:00 p.m. The draft documents are available for review at the MCTC office, located at 2001 Howard Road, Suite 201, Madera, CA 93637 and on the MCTC website at <http://www.maderactc.org>.

Public comments are welcomed at the hearing, or may be submitted in writing by 5:00 p.m. on January 16, 2015, to Jeff Findley at the address below.

After considering the comments, the documents will be considered for adoption, by resolution, by the Madera County Transportation Commission at a regular meeting to be held on January 21, 2015. The documents will then be submitted to state and federal agencies for approval.

Contact Person: Jeff Findley, Senior Regional Planner
Madera County Transportation Commission
2001 Howard Road, Suite 201, Madera, CA 93637
(559) 675-0721
jeff@maderactc.org

No. 1641 - Dec. 17, 2014

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

In the matter of)	Resolution No. 14-09
The 2015 FEDERAL)	Amendment No. 1
TRANSPORTATION)	Formal Amendment
<u>IMPROVEMENT PROGRAM</u>)	Type 4

WHEREAS, the Madera County Transportation Commission (MCTC) 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 2015 Federal Transportation Improvement Program (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 MCTC forum and general public involvement; and

WHEREAS, Amendment #1 to the 2015 FTIP program listing is consistent with: 1) the 2014 Regional Transportation Plan; 2) the 2015 State Transportation Improvement Program; and 3) the Air Quality Conformity Analysis for the 2015 FTIP and 2014 RTP; and

WHEREAS, Amendment #1 to the 2015 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 2015 FTIP meets all applicable transportation planning requirements per 23 CFR Part 450; and

WHEREAS, projects submitted in Amendment #1 to the 2015 FTIP must be financially constrained and the financial plan affirms that funding is available; and

WHEREAS, Amendment #1 to the 2015 FTIP has been developed consistent with 40 CFR Parts 51 and 93 to contain regionally significant projects that are included in the 2014 RTP, where the design concept and scope and year open to traffic is consistent as modeled in a regional emissions analysis; and

WHEREAS, Amendment #1 to the 2015 FTIP meets the transportation conformity provisions of 40 CFR 93.122(g); and

WHEREAS, Amendment #1 to the 2015 FTIP relies on the federally approved 2014 Air Quality Conformity Determination; and

WHEREAS, Amendment #1 to the 2015 FTIP does not interfere with the timely implementation of the Transportation Control Measures; and

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WHEREAS, Amendment #1 to the 2015 FTIP conforms to the applicable SIPs; and

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

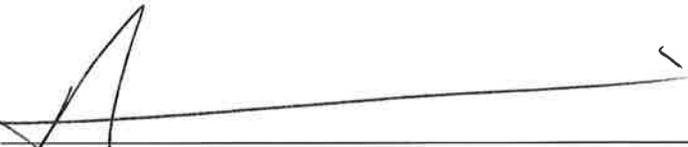
WHEREAS, a public hearing was conducted on January 21, 2015 to hear and consider comments on Amendment #1 to the 2015 FTIP; and

NOW, THEREFORE, BE IT RESOLVED, that MCTC adopts Amendment #1 to the 2015 FTIP.

BE IT FURTHER RESOLVED, that the MCTC finds that the 2014 Regional Transportation Plan #1 and Amendment #1 to the 2015 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 adopted by the MCTC Policy Board this 21st day of January, 2015 by the following vote:

Commissioner Poythress voted:	<u>YES</u>
Commissioner Wheeler voted:	<u>YES</u>
Commissioner Medellin voted:	<u>YES</u>
Commissioner Frazier voted: ALTERNATE	<u>YES</u>
Commissioner Rodriguez voted:	<u>ABSENT</u>
Commissioner Ahmed voted:	<u>YES</u>



Chairman, Madera County Transportation Commission



Executive Director, Madera County Transportation Commission

ATTACHMENT)
GROUPED PROJECT LISTINGS

Madera County Transportation Commission

State Highway Operation and Protection Program - SHOPP Roadway Preservation Program Grouped Projects - Backup List (X \$1,000)

CTIPS ID: 221-0000-0358

County	District	EA	Route	Description	Total	Prior	14/15	15/16	16/17	17/18	PE	RW	CON
Madera	6	OR160	41	In and near Oakhurst, from north of Road 426 to north of Allen Road. Rehabilitate Pavement.	\$5,423	\$0	\$1,100	\$0	\$0	\$4,323	\$1,100	\$229	\$4,094
Madera	6	OR070	99	In and near the city of Madera, from north of Avenue 7 to south of South Gateway Drive. Rehabilitate pavement.	\$11,114	\$0	\$912	\$0	\$10,202	\$0	\$912	\$206	\$9,996
Total					\$16,537	\$0	\$2,012	\$0	\$10,202	\$4,323			

2012/13-2017/18 Highway Bridge Program

Part 1 of 2

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

10/29/2014, 10:41 AM

- 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:

http://www.dot.ca.gov/hq/LocalPrograms/hbrr99/HBP_FSTIP.html
 - 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 funding.
 - 3) Contractual funding levels are determined at time of federal authorization/obligation for given phase of work. 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.
 - 8) Corrections to this report should be addressed to the District Local Assistance Engineer:

<http://www.dot.ca.gov/hq/LocalPrograms/dlae.htm>

Note id: 24

2012/13-2017/18 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 06 County: Madera

Responsible Agency HBP-ID Project Description

Madera 3709 PM00054, Bridge Preventive Maintenance Program, various locations in the City of Madera. See Caltrans Local Assistance HBP web site for backup list of bridges.

Phase Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
PE	42,250			5,000					47,250
R/W									
CON		202,000	34,255						236,255
Total	42,250	202,000	34,255	5,000					283,505

Fund Source Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
Fed \$	37,404	178,831	30,326	4,427					250,987
Local Match	4,846	23,169	3,929	574					32,518
LSSRP Bond									
Local AC									
Total	42,250	202,000	34,255	5,000					283,505

PE Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
Fed \$	37,404			4,427					41,830
Local Match	4,846			574					5,420
LSSRP Bond									
Local AC									
Total	42,250			5,000					47,250

CON Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
Fed \$		178,831	30,326						209,157
Local Match		23,169	3,929						27,098
LSSRP Bond									
Local AC									
Total		202,000	34,255						236,255

Project #:

5157(081)
5157(096)

2012/13-2017/18 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 06 County: Madera

Responsible Agency HBP-ID Project Description

Madera County 3182 BRIDGE NO. 41C0020, FRESNO FLAT RD, OVER CHINA CREEK, AT CRANE VALLEY RD. Replace 2 lane bridge with 2 lane bridge plus left turn pocket. 4/5/2010: Toll Credits programmed for R/W & Con.

Phase Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
PE	282,500								282,500
R/W	50,000								50,000
CON		1,745,055							1,745,055
Total	332,500	1,745,055							2,077,555
Fund Source Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
Fed \$	276,000	1,745,055							2,021,055
Local Match	56,500								56,500
LSSRP Bond									
Local AC									
Total	332,500	1,745,055							2,077,555
PE Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
Fed \$	226,000								226,000
Local Match	56,500								56,500
LSSRP Bond									
Local AC									
Total	282,500								282,500
R/W Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
Fed \$	50,000								50,000
Local Match									
LSSRP Bond									
Local AC									
Total	50,000								50,000
CON Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
Fed \$		1,745,055							1,745,055
Local Match									
LSSRP Bond									
Local AC									
Total		1,745,055							1,745,055

Project #: 5941(051)

2012/13-2017/18 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 06 County: Madera

Responsible Agency HBP-ID Project Description

Madera County 3930 BRIDGE NO. 41C0032, AVE 25, OVER ASH SLOUGH, 0.5 MI W RD 13. Scour Countermeasure

Phase Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
PE				5,000					5,000
R/W									
CON								112,500	112,500
Total				5,000				112,500	117,500
Fund Source Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
Fed \$				4,427				99,596	104,023
Local Match				574				12,904	13,477
LSSRP Bond									
Local AC									
Total				5,000				112,500	117,500
PE Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
Fed \$				4,427					4,427
Local Match				574					574
LSSRP Bond									
Local AC									
Total				5,000					5,000
CON Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
Fed \$								99,596	99,596
Local Match								12,904	12,904
LSSRP Bond									
Local AC									
Total								112,500	112,500

Project #:
5941(100)

2012/13-2017/18 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 06 County: Madera

Responsible Agency HBP-ID Project Description

Madera County 3781 BRIDGE NO. 41C0065, ROAD 600 OVER MADERA CANAL, 3.9 MI NE OF AVE 21. Replace two lane bridge with two lane bridge. No added lane capacity.

Phase Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
PE	60,000		148,000						208,000
R/W									
CON						1,040,000			1,040,000
Total	60,000		148,000			1,040,000			1,248,000
Fund Source Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
Fed \$	53,118		131,024			920,712			1,104,854
Local Match	6,882		16,976			119,288			143,146
LSSRP Bond									
Local AC									
Total	60,000		148,000			1,040,000			1,248,000
PE Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
Fed \$	53,118		131,024						184,142
Local Match	6,882		16,976						23,858
LSSRP Bond									
Local AC									
Total	60,000		148,000						208,000
R/W Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
Fed \$									
Local Match									
LSSRP Bond									
Local AC									
Total									
CON Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
Fed \$						920,712			920,712
Local Match						119,288			119,288
LSSRP Bond									
Local AC									
Total						1,040,000			1,040,000

Project #: 5941(076)

2012/13-2017/18 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 06 County: Madera

Responsible Agency HBP-ID Project Description

Madera County 4258 BRIDGE NO. 41C0099, CR 5.5 OVER CHOWCHILLA RIVER, 0.23 MI N OF AVE 24. Rehab existing two lane bridge. No added lane capacity. New!
 Scope not clear. 10/24/2014: Toll Credits programmed for PE & CON.

Phase Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
PE						281,250			281,250
R/W									
CON								1,406,250	1,406,250
Total						281,250		1,406,250	1,687,500
Fund Source Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
Fed \$						281,250		1,406,250	1,687,500
Local Match									
LSSRP Bond									
Local AC									
Total						281,250		1,406,250	1,687,500
PE Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
Fed \$						281,250			281,250
Local Match									
LSSRP Bond									
Local AC									
Total						281,250			281,250
CON Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
Fed \$								1,406,250	1,406,250
Local Match									
LSSRP Bond									
Local AC									
Total								1,406,250	1,406,250

Project #:

2012/13-2017/18 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 06 County: Madera

Responsible Agency HBP-ID Project Description

Madera County 3494 BRIDGE NO. 41C0123, SCHOOL RD 427, OVER OAK CREEK, 0.1 MI E RD 418. Replace two lane bridge with two lane bridge. Toll Credits programmed for PE, R/W. & Con.

Phase Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
PE	276,800				118,200				395,000
R/W					140,000				140,000
CON								2,212,000	2,212,000
Total	276,800				258,200			2,212,000	2,747,000
Fund Source Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
Fed \$	276,800				258,200			2,212,000	2,747,000
Local Match									
LSSRP Bond									
Local AC									
Total	276,800				258,200			2,212,000	2,747,000
PE Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
Fed \$	276,800				118,200				395,000
Local Match									
LSSRP Bond									
Local AC									
Total	276,800				118,200				395,000
R/W Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
Fed \$					140,000				140,000
Local Match									
LSSRP Bond									
Local AC									
Total					140,000				140,000
CON Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
Fed \$								2,212,000	2,212,000
Local Match									
LSSRP Bond									
Local AC									
Total								2,212,000	2,212,000

Project #:

5941(081)

2012/13-2017/18 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 06 County: Madera

Responsible Agency HBP-ID Project Description

Madera County 3564 BRIDGE NO. 41C0130, ON ROAD 23, OVER DRY CREEK, 0.5 MI S OF AVE 18 1/2. Replace deficient 2 lane bridge with 2 lane bridge.

Phase Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
PE	366,250								366,250
R/W					30,000				30,000
CON								2,051,000	2,051,000
Total	366,250				30,000			2,051,000	2,447,250

Fund Source Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
Fed \$	324,241				26,559			1,815,750	2,166,550
Local Match	42,009				3,441			235,250	280,700
LSSRP Bond									
Local AC									
Total	366,250				30,000			2,051,000	2,447,250

PE Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
Fed \$	324,241								324,241
Local Match	42,009								42,009
LSSRP Bond									
Local AC									
Total	366,250								366,250

R/W Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
Fed \$					26,559				26,559
Local Match					3,441				3,441
LSSRP Bond									
Local AC									
Total					30,000				30,000

CON Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
Fed \$								1,815,750	1,815,750
Local Match								235,250	235,250
LSSRP Bond									
Local AC									
Total								2,051,000	2,051,000

Project #: 5941(088)

2012/13-2017/18 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 06 County: Madera

Responsible Agency HBP-ID Project Description

Madera County 3562 BRIDGE NO. 41C0149, AVENUE 16.5 OVER DRY CREEK, AT ROAD 19. Replace 2 lane bridge with 2 lane bridge - Toll Credits programmed for PE, R/W & CON.

Phase Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
PE	166,750								166,750
R/W					60,000				60,000
CON							835,000		835,000
Total	166,750				60,000		835,000		1,061,750
Fund Source Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
Fed \$	166,750				60,000		835,000		1,061,750
Local Match									
LSSRP Bond									
Local AC									
Total	166,750				60,000		835,000		1,061,750
PE Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
Fed \$	166,750								166,750
Local Match									
LSSRP Bond									
Local AC									
Total	166,750								166,750
R/W Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
Fed \$					60,000				60,000
Local Match									
LSSRP Bond									
Local AC									
Total					60,000				60,000
CON Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
Fed \$							835,000		835,000
Local Match									
LSSRP Bond									
Local AC									
Total							835,000		835,000

Project #: 5941(089)

2012/13-2017/18 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 06 County: Madera

Responsible Agency HBP-ID Project Description

Madera County 3981 BRIDGE NO. PM00072, Developing of the Bridge Preventive Maintenance Plan by Madera County. (Project studies only - for developing projects list - NOT for project development)

Phase Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
PE			32,500						32,500
R/W									
CON									
Total			32,500						32,500
Fund Source Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
Fed \$			28,772						28,772
Local Match			3,728						3,728
LSSRP Bond									
Local AC									
Total			32,500						32,500
PE Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
Fed \$			28,772						28,772
Local Match			3,728						3,728
LSSRP Bond									
Local AC									
Total			32,500						32,500

Project #:
5941(098)

2012/13-2017/18 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 06 County: Madera

Responsible Agency HBP-ID Project Description

MPO Summary: Madera County Transportation Commission

Number of Projects: 9

Totals:

	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
Fed \$	1,134,313	1,923,886	190,123	8,853	344,759	1,201,962	835,000	5,533,597	11,172,492
Local Match	110,237	23,169	24,632	1,147	3,441	119,288		248,153	530,068
LSSRP Bond									
Local AC									
Total for all Phases	1,244,550	1,947,055	214,755	10,000	348,200	1,321,250	835,000	5,781,750	11,702,560

2012/13-2017/18 Highway Bridge Program

Part 2 of 2

See the appropriate FTIP/FSTIP for current funding commitments. This listing includes projects that should be individually listed in the FTIP/FSTIP. (Line item projects only)

10/29/2014, 10:17 AM

- Notes:
- 1) 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 funding.
 - 2) Please see the Local Assistance web site for the most current listings:

http://www.dot.ca.gov/hq/LocalPrograms/hbrr99/HBP_FSTIP.html
 - 3) Contractual funding levels are determined at time of federal authorization/obligation for given phase of work. 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 (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.
 - 8) Corrections to this report should be addressed to the District Local Assistance Engineer:

<http://www.dot.ca.gov/hq/LocalPrograms/dlae.htm>

Note id: 12

2012/13-2017/18 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing includes projects that should be individually listed in the FTIP/FSTIP. (Line item projects only)

District: 06 County: Madera

Responsible Agency

Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
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Madera County

BRIDGE NO. 41C0162, C.R. 210 OVER RYAN CREEK, 4.0 MI E OF CR 211. Replace one lane bridge with a two lane bridge. Capacity increasing project. 10/24/2014: Toll Credits programmed for PE & CON.

New!

Fed Proj:

Phase Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
PE				227,500					227,500
R/W									
CON								1,137,500	1,137,500
Total				227,500				1,137,500	1,365,000
Fund Source Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
Fed \$				227,500				1,137,500	1,365,000
Local Match									
LSSRP Bond									
Local AC									
Total				227,500				1,137,500	1,365,000
PE Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
Fed \$				227,500					227,500
Local Match									
LSSRP Bond									
Local AC									
Total				227,500					227,500

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
4257	HBP	PE				227,500					227,500
	Local Match										
Fed. Reimb. Rate: 100.00%											
10/24/2014 Eileen Crawford: Reimbursement changed to 100% (Toll Credits).											
10/24/2014 Eileen Crawford: New Project										Total:	227,500

New!

2012/13-2017/18 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing includes projects that should be individually listed in the FTIP/FSTIP. (Line item projects only)

District: 06 County: Madera

Responsible Agency	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
CON Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
Fed \$								1,137,500	1,137,500
Local Match									
LSSRP Bond									
Local AC									
Total								1,137,500	1,137,500

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total		
4257	HBP	CON							-1,137,500	1,137,500		New!	
	Local Match												
Fed. Reimb. Rate: 100.00%			10/28/2014 DLA-Admin: Not ready to ad within 6 months. CON funds moved from FFY 17/18 to Beyond. Action taken to financially constrain the FTIP (PUSH). Attempt will be made to program this project in year shown.							Total: _____			
4257	HBP	CON							1,137,500		1,137,500	New!	
	Local Match												
Fed. Reimb. Rate: 100.00%			10/24/2014 Eileen Crawford: Reimbursement changed to 100% (Toll Credits). 10/24/2014 Eileen Crawford: New Project							Total: _____		1,137,500	

2012/13-2017/18 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing includes projects that should be individually listed in the FTIP/FSTIP. (Line item projects only)

District: 06 County: Madera

Responsible Agency	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
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MPO Summary: Madera County Transportation Commission

Number of Projects: 1

Total Costs:

	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
Fed \$				227,500				1,137,500	1,365,000
Local Match									
LSSRP Bond									
Local AC									
Total for all Phases				227,500				1,137,500	1,365,000