



*City of Ceres • City of Hughson • City of Modesto • City of Newman • City of Oakdale • City of Patterson
City of Riverbank • City of Turlock • City of Waterford • County of Stanislaus*

October 26, 2015

Muhaned Aljabiry, Chief
Caltrans, Division of Programming, MS 82
Office of Federal Transportation Management Programming
P.O. Box 942874
Sacramento, CA 94274

Attention: Abhijit Bagde

Subject: Submittal of the Stanislaus Council of Governments (StanCOG) Amendment No. 8 to the 2015 Federal Transportation Improvement Program (FTIP) and Amendment No. 1 to the 2014 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), StanCOG corresponding Conformity Analysis

Dear Mr. Aljabiry:

Enclosed for your review and approval is **Amendment No. 8** to the 2015 FTIP and **Amendment No. 1** to the 2014 RTP/SCS and associated conformity analysis. Documentation associated with this amendment is provided as indicated below, including the corresponding Conformity Analysis.

- **Project List: Attachment 1** includes a summary of programming changes that result from Amendment No. 8 to the 2015 FTIP. The attachment also includes the CTIPs printout for the project changes to the 2015 FTIP via Amendment No. 8. Amendment No. 8 is necessary due to updates in project costs, the addition of new projects and the deletion of a project.
- **Updated Financial Plan: Attachment 2** includes the updated Financial Plan from the 2015 FTIP Amendment No. 8 to include the project list as provided in Attachment 1. The attachment 2 also includes the back-up lists for the project changes to the 2015 FTIP via Amendment No. 8.
- **2014 RTP/SCS Amendment No. 1: Attachment 3** includes a summary of programming changes to the 2014 RTP/SCS. Amendment No. 1 is necessary due to updates to project open to traffic year and project scope, and the deletion of one project being replaced by another project. The amendment changes are consistent with the design concept and scope or schedule of existing regionally significant projects, and does not change the time frame of the transportation plan.

- **Conformity Requirements:** Attachment 4 includes the conformity analysis to support a finding that 2015 FTIP Amendment No. 8 and 2014 RTP/SCS Amendment No. 1 meet the air quality conformity requirements for carbon monoxide, ozone, and particulate matter. In addition, the projects and/or project phases contained in the amendment do not interfere with the timely implementation of any approved TCMs.
- **Public Involvement:** Attachment 5 includes the Public Notice, Public Comments, Response to Public Comments, and Adoption Resolution.

The **2015 FTIP Amendment No. 8** and **2014 RTP/SCS Amendment No. 1** do not contain projects “in common” with projects identified in other currently in-processing FTIP amendments.

The public notice of involvement activities and time established for public review on the FTIP satisfies many regulations including the Program of Projects (POP) requirements of the Federal Transit Administration’s Section 5307 Program and Section 5339 Program. If no comments are received on the proposed POP, the proposed transit program (funded with FTA 5307 and FTA 5339 dollars) will be the final program.

In conclusion, the 2015 FTIP Amendment No. 8, 2014 RTP/SCS Amendment No. 1, and 2015 Conformity Analysis for the 2008 Ozone and 2012 PM2.5 Standards meet all applicable transportation planning requirements per 23 CFR Part 450, 40 CFR Part 93, and conform to the applicable SIPs.

A 30-day public review period began August 31, 2015 and concluded on September 30, 2015. A public hearing was held at the StanCOG office to receive comments on September 16, 2015. The public participation process for the Amendment No. 8 to 2015 FTIP and Amendment No. 1 to 2014 RTP/SCS and corresponding conformity analysis are consistent with the StanCOG Board-adopted Public Participation Plan. On October 21, 2015, the StanCOG Policy Board approved Amendment No. 8 to 2015 FTIP and Amendment No. 1 to 2014 RTP/SCS and the corresponding Air Quality Conformity Analysis. State and Federal approval is requested. Included with this letter are three hard copies of Amendment No. 8 to 2015 FTIP and Amendment No. 1 to 2014 RTP/SCS and the corresponding Air Quality Conformity Analysis.

If you have any questions regarding this document, please contact Senior Planner Jeanette Fabela at (209) 525-4645 or via email at jfabela@stancog.org.

Sincerely,



Rosa De León Park
Executive Director

cc:

Tony Boren	Fresno Council of Governments
Ron Brummett	Kern Council of Governments
Terri King	Kings County Association of Governments
Patricia Taylor	Madera County Transportation Commission
Jesse Brown	Merced County Association of Governments
Andrew Chesley	San Joaquin Council of Governments
Ted Smalley	Tulare County Association of Governments
Don Hunsaker	SJVAPCD
Muhaned Aljabiry	Caltrans Division of Transportation Programming
Abhijit Bagde	Caltrans Division of Transportation Programming
Mike Brady	Caltrans Division of Transportation Planning
David Cortez	Caltrans District 10
Ken Baxter	Caltrans District 10
Parminder Singh	Caltrans District 10 DLAE
Dennis Wade	California Air Resources Board
Karina O'Connor	U.S. Environmental Protection Agency
Lisa Hanf	U.S. Environmental Protection Agency
Ted Matley	Federal Transit Administration
Brenda Perez	Federal Transit Administration
Cecilia Crenshaw	Federal Highway Administration

ATTACHMENT 1

PROJECT LIST

**2015 FTIP
SUMMARY OF CHANGES**

Agency: Various
Amendment Type: Formal Amendment (Type 5)
Amendment #: 8

Existing or New Project	CTIPS ID#	Sponsor Agency	Project Title	Programming						Phase	Total Project Change (Rounded x \$1,000)	Total Project % Increase/Decrease	COMMENTS	
				Prior Total Project Cost (Rounded x \$1,000)	Current Total Project Cost (Rounded x \$1,000)	Project Programming Details per Update								Fund Source
						Prior FFY	Prior CTIPS Amount	Current FFY	Current CTIPS Amount					
Existing Project	21400000651	Various Agencies	Grouped Projects for Safety Improvements - SHOPP Collision Reduction Program: Projects consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Railroad/highway crossing, Safer non-Federal-aid system roads, Shoulder improvements, traffic control devices and operating assistance other than signalization projects, Intersection signalization projects at individual intersections, Pavement marking demonstration, Truck climbing lanes outside the urbanized area, Lighting improvements, Emergency truck pullovers. (Using Toll Credits)	\$28,692,000	\$44,538,000	2015/16	\$20,670,000	2015/16	\$34,010,000	SHOPP	CON	\$15,846,000	55.23%	Added 3 Projects in Collision Reduction Grouped List
						2016/17	\$3,831,000	2016/17	\$6,337,000	SHOPP				
New Project	21400000682	Various Agencies	Grouped Project for Emergency Repair - SHOPP Emergency Response Program: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories - Repair damage caused by natural disasters, civil unrest, or terrorist acts. This applies to damages that do not qualify for Federal Emergency Relief funds or to damages that qualify for federal emergency relief funds but extend beyond the Federally declared disaster period	\$0	\$1,800,000	2014/15	\$0	2014/15	\$1,800,000	SHOPP	CON	\$1,800,000	N/A	Added New Grouped Project Listing

Existing or New Project	CTIPS ID#	Sponsor Agency	Project Title	Programming						Fund Source	Phase	Total Project Change (Rounded x \$1,000)	Total Project % Increase/Decrease	COMMENTS
				Prior Total Project Cost (Rounded x \$1,000)	Current Total Project Cost (Rounded x \$1,000)	Project Programming Details per Update								
						Prior FFY	Prior CTIPS Amount	Current FFY	Current CTIPS Amount					
Existing Project	21400000668	Various Agencies	Grouped Projects for Minor Program - Grouped Projects for Safety Improvements, Shoulder Improvements, Pavement resurfacing and/or rehabilitation - Minor Program. Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Railroad/highway crossing, Safer non-Federal-aid system roads, Intersection signalization projects at individual intersections, Pavement marking demonstration, Truck climbing lanes outside the urbanized area, Lighting improvements, Emergency truck pullovers, Pavement resurfacing...	\$4,412,000	\$7,230,000	2015/16	\$0	2015/16	\$2,818,000	CON	\$2,818,000	63.87%	Added new projects to the Minor Program Grouped Project List	
New Project	21400000680	Various Agencies	Grouped Projects for Pavement resurfacing and/or rehabilitation on the State Highway System-Highway Maintenance: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Pavement resurfacing and/or rehabilitation (Using Toll Credits)	\$0	\$2,710,000	2015/16	\$0	2015/16	\$2,710,000	CON	\$2,710,000	N/A	Added New Grouped Project Listing	
New Project	21400000683	Various Agencies	Catholic Charities: Dispatching Software	\$0	\$17,698	2013/14	\$0	2013/14	\$17,698	CON	\$17,698	N/A	Added New FTA 5310 Project (Using Toll Credits)	
New Project	21400000684	Various Agencies	Catholic Charities: Operating Assistance	\$0	\$114,690	2013/14	\$0	2013/14	\$114,690	CON	\$114,690	N/A	Added New FTA 5310 Project (Using Toll Credits)	
New Project	21400000685	Various Agencies	Manteca CAPS Corporation: Two Medium Buses	\$0	\$140,000	2013/14	\$0	2013/14	\$140,000	CON	\$140,000	N/A	Added New FTA 5310 Project (Using Toll Credits)	

Existing or New Project	CTIPS ID#	Sponsor Agency	Project Title	Programming										Phase	Total Project Change (Rounded x \$1,000)	Total Project % Increase/Decrease	COMMENTS				
				Prior Total Project Cost (Rounded x \$1,000)	Current Total Project Cost (Rounded x \$1,000)	Project Programming Details per Update				Fund Source											
						Prior FFY	Prior CTIPS Amount	Current FFY	Current CTIPS Amount												
Existing Project	21400000676	Modesto	Preventative Maintenance -FTA 5339 (Preventative Maintenance on transit vehicles and facilities(Using Toll Credits))	\$3,800,000	\$0	2014/15	\$600,000	2014/15	\$0	FTA 5339											
						2015/16	\$650,000	2015/16	\$0	FTA 5339											
						2016/17	\$700,000	2016/17	\$0	FTA 5339											
						2017/18	\$750,000	2017/18	\$0	FTA 5339											
New Project	21400000686	Modesto	Bus Stop/Station Improvements: ongoing stop repairs/improvements and future upgrades to the Transit Center.	\$0	\$2,350,000	2012/13	\$0	2012/13	\$50,000	FTA5339											
						2013/14	\$0	2013/14	\$50,000	FTA 5339											
						2014/15	\$0	2014/15	\$150,000	FTA 5339											
						2015/16	\$0	2015/16	\$650,000	FTA 5339											
New Project	21400000687	Modesto	Refurbish Buses: 2003 and 2008 buses	\$0	\$750,000	2016/17	\$0	2016/17	\$700,000	FTA 5339											
						2017/18	\$0	2017/18	\$750,000	FTA 5339											
						2012/13	\$0	2012/13	\$150,000	FTA5339											
						2013/14	\$0	2013/14	\$150,000	FTA 5339											
New Project	21400000688	Modesto	Purchase Commuter Bus: for the BART commuter run	\$0	\$700,000	2012/13	\$0	2012/13	\$350,000	FTA5339											
						2013/14	\$0	2013/14	\$350,000	FTA 5339											

**Stanislaus Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
State Highway System**

DIST: PPNO: EA: CTIPS ID: 10 CT PROJECT ID:	214-0000-0651 MPO ID: STANCOG	TITLE (DESCRIPTION): Grouped Projects for Safety Improvements - SHOPP Collision Reduction Program (Projects consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Railroad/highway crossing, Safer non-Federal-aid system roads, Shoulder improvements, traffic control devices and operating assistance other than signalization projects, Intersection signalization projects at individual intersections, Pavement marking demonstration, Truck climbing lanes outside the urbanized area, Lighting improvements, Emergency tuck pullovers. (Using Toll Credits))	MPO Aprv: State Aprv: Federal Aprv:
COUNTY: ROUTE: PM: Stanislaus County			EPA TABLE II or III EXEMPT CATEGORY: Safety Improvement Program.

IMPLEMENTING AGENCY: Various Agencies

PROJECT MANAGER: JEANETTE FABELA

PHONE: (209) 525-4645

EMAIL: jfabela@stancog.org

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>					
7	Active	07/16/2015	CWANG	Amendment - Cost/Scope/Sch. Change	8	44,538,000						
6	Official	06/18/2014	JFABELA	Amendment - Cost/Scope/Sch. Change	1	28,692,000						
5	Official	09/29/2014	JFABELA	Amendment - Cost/Scope/Sch. Change	16	28,109,000						
4	Official	04/10/2014	JFABELA	Amendment - Cost/Scope/Sch. Change	11	17,557,000						
3	Official	03/04/2014	JFABELA	Amendment - Cost/Scope/Sch. Change	10	13,711,000						
2	Official	09/18/2013	JFABELA	Amendment - Cost/Scope/Sch. Change	7	13,128,000						
1	Official	07/25/2012	MPOBAGDE	Adoption - New Project		7,809,000						

	<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 - Collision Reduction -									
• Fund Source 1 of 1	PE								
• Fund Type: SHOPP Advance Construction (AC)	RW								
• Funding Agency: Caltrans	CON	2,184,000	2,007,000	34,010,000	6,337,000				44,538,000
	TOTAL	2,184,000	2,007,000	34,010,000	6,337,000				44,538,000

Comments:

- ***** Version 7 - 06/29/2015 *****
- Using Toll Credits
- Back-up List: 2015 FTIP Appendix L
- ***** Version 1 - 03/12/14 *****
- Project data transferred from 2012 FTIP.
- ***** Version 3 - 03/03/2014 *****
- ***** Version 2 - 08/26/2013 *****
- Using Toll Credits
- ***** Version 1 - 05/17/2012 *****

**Stanislaus Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
State Highway System**

DIST: PPNO: EA: CTIPS ID: 10 CT PROJECT ID: COUNTY: Stanislaus County	EA: CTIPS ID: 214-0000-0682 MPO ID: SHOPPER01 ROUTE: PM: Stanislaus County	TITLE (DESCRIPTION): Grouped Projects for Emergency Repair - SHOPP Emergency Response Program (Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories - Repair damage caused by natural disasters, civil unrest, or terrorist acts. This applies to damages that do not qualify for Federal Emergency Relief funds or to damages that qualify for federal Emergency Relief funds but extend beyond the Federally declared disaster period)	MPO Aprv: State Aprv: Federal Aprv: EPA TABLE II or III EXEMPT CATEGORY: Emergency Relief (23 U.S.C. 125).
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IMPLEMENTING AGENCY: Various Agencies

PROJECT MANAGER: JEANETTE FABELA

PHONE: (209) 525-4645

EMAIL: jfabela@stancog.org

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>								
1	Active	07/27/2015	CWANG	Amendment - New Project	8	1,800,000									
							<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 - Emergency Response -														
	• Fund Source 1 of 1														PE
	• Fund Type: Emergency Repair - State														RW
	• Funding Agency: Caltrans														CON
															TOTAL
															1,800,000
															1,800,000

Comments:

***** Version 1 - 07/27/2015 *****

**Stanislaus Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
State Highway System**

DIST: PPNO: EA: CTIPS ID: 10 CT PROJECT ID: MPO ID: STP01 COUNTY: ROUTE: PM: Stanislaus County	TITLE (DESCRIPTION): Grouped Projects for Pavement resurfacing and/or rehabilitation on the State Highway System- Highway Maintenance (Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Pavement resurfacing and/or rehabilitation (Using Toll Credits))	MPO Aprv: State Aprv: Federal Aprv: EPA TABLE II or III EXEMPT CATEGORY: Pavement resurfacing and/or rehabilitation.
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IMPLEMENTING AGENCY: Various Agencies

PROJECT MANAGER: JENEATTE FABELA

PHONE: (209) 525-4645

EMAIL: jfabela@stancog.org

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>								
1	Active	07/20/2015	CWANG	Amendment - New Project	8	2,710,000									
							<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>
	• Highway Maintenance -														
	• Fund Source 1 of 1														PE
	• Fund Type: Surface Transportation Program														RW
	• Funding Agency:														CON
															TOTAL
															2,710,000
															2,710,000

Comments:

Toll Credits

***** Version 1 - 06/29/2015 *****

**Stanislaus Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Local Highway System**

DIST: PPNO: EA: CTIPS ID: 10 CT PROJECT ID: MPO ID: FTA531004 COUNTY: ROUTE: PM: Stanislaus County	TITLE (DESCRIPTION): Catholic Charities- Dispatching Software (Catholic Charities- Dispatching Software (Using Toll Credits))	MPO Aprv: State Aprv: Federal Aprv: EPA TABLE II or III EXEMPT CATEGORY: Power, signal, and communications systems.
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IMPLEMENTING AGENCY: Various Agencies

PROJECT MANAGER: JEANETTE FABELA

PHONE: (209) 525-4600

EMAIL: jfabela@stancog.org

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	09/02/2015	JFABELA	Amendment - New Project	8	18,000	<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>	
<ul style="list-style-type: none"> • FTA Funds - • Fund Source 1 of 1 • Fund Type: FTA 5310 Elderly & Disabilities • Funding Agency: Stanislaus Council of Governments 																
							PE									
							RW									
							CON	17,698								17,698
							TOTAL	17,698								17,698

Comments:

Using Toll Credits

***** Version 1 - 08/06/2015 *****

**Stanislaus Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Local Highway System**

DIST: PPNO: EA: CTIPS ID: 10 CT PROJECT ID: MPO ID: FTA530705 COUNTY: ROUTE: PM: Stanislaus County	TITLE (DESCRIPTION): Catholic Charities- Operating Assistance (Catholic Charities- Operating Assistance (Using Toll Credits))	MPO Aprv: State Aprv: Federal Aprv: EPA TABLE II or III EXEMPT CATEGORY: Transit operating assistance.
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IMPLEMENTING AGENCY: Various Agencies

PROJECT MANAGER: JEANETTE FABELA

PHONE: (209) 525-4600

EMAIL: jfabela@stancog.org

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	09/02/2015	JFABELA	Amendment - New Project	8	115,000	<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>
	• FTA Funds -														
	• Fund Source 1 of 1														PE
	• Fund Type: FTA 5310 Elderly & Disabilities														RW
	• Funding Agency: Stanislaus Council of Governments														CON
															114,690
															TOTAL
															114,690

Comments:

Using Toll Credits

***** Version 1 - 08/06/2015 *****

**Stanislaus Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Local Highway System**

DIST: PPNO: EA: CTIPS ID: 10 CT PROJECT ID: COUNTY: Stanislaus County	214-0000-0685 MPO ID: FTA531006 ROUTE: PM:	TITLE (DESCRIPTION): Manteca CAPS Corporation-Two Medium Buses (Manteca CAPS Corporation: Two Medium Buses (Using Toll Credits))	MPO Aprv: State Aprv: Federal Aprv: EPA TABLE II or III EXEMPT CATEGORY: Purchase of vehicle operating equipment.
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IMPLEMENTING AGENCY: Various Agencies

PROJECT MANAGER: JEANETTE FABELA

PHONE: (209) 525-4600

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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	09/02/2015	JFABELA	Amendment - New Project	8	140,000	<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>	
• FTA Funds -																
• Fund Source 1 of 1																
• Fund Type: FTA 5310 Elderly & Disabilities							CON	140,000								140,000
• Funding Agency: Stanislaus Council of Governments							TOTAL	140,000								140,000

Comments:

Using Toll Credits

***** Version 1 - 08/06/2015 *****

**Stanislaus Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Transit System**

DIST: PPNO: EA: CTIPS ID: 10 CT PROJECT ID: COUNTY: Stanislaus County	EA: CTIPS ID: 214-0000-0676 MPO ID: FTA533901 ROUTE: PM:	TITLE (DESCRIPTION): Preventative Maintenance - FTA 5339 (Preventative Maintenance on transit vehicles and facilities (Using Toll Credits))	MPO Aprv: State Aprv: Federal Aprv: EPA TABLE II or III EXEMPT CATEGORY: Rehabilitation of transit vehicles.
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IMPLEMENTING AGENCY: Modesto, City of

PROJECT MANAGER: TERRY EASLEY

PHONE: (209) 577-5317

EMAIL: teasley@modestogov.com

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	09/02/2015	JFABELA	Amendment - Delete Project	8	3,800,000						
1	Official	01/21/2015	JFABELA	Amendment - New Project	2	3,800,000						

		<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>
• FTA Funds -	PE									
• Fund Source 1 of 1	RW									
• Fund Type: Bus and Bus Facilities Program)	CON	1,100,000	600,000	650,000	700,000	750,000				3,800,000
• Funding Agency: Stanislaus Council of Governments	TOTAL	1,100,000	600,000	650,000	700,000	750,000				3,800,000

Comments:

***** Version 2 - 08/07/2015 *****

Using Toll Credits

***** Version 1 - 12/22/2014 *****

**Stanislaus Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Transit System**

DIST: PPNO: EA: CTIPS ID: 10 CT PROJECT ID: MPO ID: FTA533902 COUNTY: ROUTE: PM: Stanislaus County	TITLE (DESCRIPTION): Bus Stop/Station Improvements-FTA 5339 (Bus Stop/Station Improvements: ongoing stop repairs/improvements and future upgrades to the Transit Center.(Using Toll Credits))	MPO Aprv: State Aprv: Federal Aprv: EPA TABLE II or III EXEMPT CATEGORY: Reconstruction of transit structures.
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IMPLEMENTING AGENCY: Modesto, City of

PROJECT MANAGER: TERRY EASLEY

PHONE: (209) 577-5317

EMAIL: teasley@modestogov.com

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	09/02/2015	JFABELA	Amendment - New Project	8	2,350,000									
							<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>
	• FTA Funds -														
	• Fund Source 1 of 1														
	• Fund Type: Bus and Bus Facilities Program)														
	• Funding Agency: Stanislaus Council of Governments														
							CON	100,000	150,000	650,000	700,000	750,000			2,350,000
							TOTAL	100,000	150,000	650,000	700,000	750,000			2,350,000

Comments:

Using Toll Credits

***** Version 1 - 08/07/2015 *****

**Stanislaus Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Transit System**

DIST: PPNO: EA: CTIPS ID: 10 CT PROJECT ID: MPO ID: FTA533903 COUNTY: ROUTE: PM: Stanislaus County	TITLE (DESCRIPTION): Refurbish Buses-FTA 5339 (Refurbish Buses: 2003 and 2008 buses (Using Toll Credits))	MPO Aprv: State Aprv: Federal Aprv: EPA TABLE II or III EXEMPT CATEGORY: Rehabilitation of transit vehicles.
--	--	--

IMPLEMENTING AGENCY: Modesto, City of

PROJECT MANAGER: TERRY EASLEY

PHONE: (209) 577-5317

EMAIL: teasley@modestogov.com

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	09/02/2015	JFABELA	Amendment - New Project	8	750,000	<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>	
• FTA Funds -																
• Fund Source 1 of 1																
• Fund Type: Bus and Bus Facilities Program)																750,000
• Funding Agency: Stanislaus Council of Governments																750,000
				TOTAL		300,000	450,000								750,000	

Comments:

Using Toll Credits

***** Version 1 - 08/07/2015 *****

**Stanislaus Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Transit System**

DIST: PPNO: EA: CTIPS ID: 10 CT PROJECT ID: COUNTY: Stanislaus County	EA: CTIPS ID: 214-0000-0688 MPO ID: FTA533904 ROUTE: PM:	TITLE (DESCRIPTION): Purchase Commuter Bus-FTA 5339 (Purchase Commuter Bus: for the BART commuter run (Using Toll Credits))	MPO Aprv: State Aprv: Federal Aprv: EPA TABLE II or III EXEMPT CATEGORY: Purchase new buses and rail cars to replace exist.
--	--	--	---

IMPLEMENTING AGENCY: Modesto, City of

PROJECT MANAGER: TERRY EASLEY

PHONE: (209) 577-5317

EMAIL: teasley@modestogov.com

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	09/02/2015	JFABELA	Amendment - New Project	8	700,000	<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>
				• FTA Funds -											
				• Fund Source 1 of 1											
				• Fund Type: Bus and Bus Facilities Program)											700,000
				• Funding Agency: Stanislaus Council of Governments											700,000
				TOTAL		700,000									700,000

Comments:

Using Toll Credits

***** Version 1 - 08/07/2015 *****

ATTACHMENT 2
UPDATED FINANCIAL PLAN

TABLE 1: REVENUE

Stanislaus Council of Governments
2014/15 - 2017/18 Federal Transportation Improvement Program
Amendment 8
(\$ 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			
		No. 6	No. 8	No. 6	No. 8	No. 6	No. 8	No. 6	No. 8			
LOCAL	Sales Tax											
	-- City											
	-- County											
	Gas Tax											
	-- Gas Tax (Subventions to Cities)											
	-- Gas Tax (Subventions to Counties)											
	Other Local Funds	\$6,793	\$6,793	\$17,218	\$17,218	\$9,875	\$9,875	\$10,365	\$10,365	\$44,251		
	-- County General Funds	\$1,284	\$1,284	\$69	\$69	\$70	\$70	\$373	\$373	\$1,796		
	-- City General Funds	\$5,509	\$5,509	\$17,149	\$17,149	\$9,805	\$9,805	\$9,992	\$9,992	\$42,455		
	-- Street Taxes and Developer Fees											
	-- RSTP Exchange funds											
	Transit											
-- Transit Fares												
Tolls (e.g. non-state owned bridges)												
Other (See Appendix 1)	\$1,396	\$1,396	\$1,177	\$1,177	\$10,695	\$10,695	\$8,112	\$8,112	\$21,380			
Local Total	\$8,189	\$8,189	\$18,395	\$18,395	\$20,570	\$20,570	\$18,477	\$18,477	\$65,631			
REGIONAL	Tolls											
	-- Bridge											
	-- Corridor											
	Regional Transit Fares/Measures											
	Regional Sales Tax											
	Regional Bond Revenue											
	Regional Gas Tax											
	Vehicle Registration Fees (CARB Fees, SAFE)											
	Other (See Appendix 2)											
	Regional Total											
STATE	State Highway Operations and Protection Program	\$15,981	\$17,781	\$20,670	\$36,828	\$3,831	\$6,337	\$31,505	\$31,505	\$92,451		
	SHOPP	\$11,569	\$13,369	\$20,670	\$34,010	\$3,831	\$6,337	\$31,505	\$31,505	\$85,221		
	SHOPP Prior											
	State Minor Program	\$4,412	\$4,412		\$2,818					\$7,230		
	State Transportation Improvement Program	\$247	\$247	\$19,160	\$19,160	\$4,666	\$4,666	\$4,930	\$4,930	\$29,003		
	STIP	\$247	\$247	\$19,160	\$19,160	\$330	\$330	\$4,930	\$4,930	\$24,667		
	STIP Prior					\$4,336	\$4,336			\$4,336		
	Transportation Enhancement Prior											
	Proposition 1 A											
	Proposition 1 B	\$1,234	\$1,234	\$676	\$676					\$1,910		
	GARVEE Bonds (Includes Debt Service Payments)											
	Highway Maintenance (HM)				\$2,710					\$2,710		
	Traffic Congestion Relief Program (TCRP)			\$11,392	\$11,392					\$11,392		
	State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)											
	Active Transportation Program	\$157	\$157	\$2,072	\$2,072		\$725		\$725	\$3,679		
Other (See Appendix 3)	\$185	\$185			\$1,973	\$1,973			\$2,158			
State Total	\$17,804	\$19,604	\$53,970	\$72,838	\$10,470	\$13,701	\$36,435	\$37,160	\$143,303			
FEDERAL TRANSIT	5307 - Urbanized Area Formula Grants	\$15,357	\$15,357	\$17,437	\$17,437	\$13,832	\$13,832	\$14,690	\$14,690	\$61,316		
	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	\$35	\$35							\$35		
	5311 - Formula Grants for Rural Areas	\$545	\$545	\$557	\$557	\$657	\$657	\$657	\$657	\$2,416		
	5311f - Intercity Bus											
	5316 - Job Access and Reverse Commute Program	\$264	\$264	\$264	\$264					\$528		
	5317 - New Freedom	\$128	\$128	\$128	\$128					\$256		
	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	\$828	\$828	\$650	\$650	\$700	\$700	\$750	\$750	\$2,928		
	FTA Transfer from Prior FTIP											
	Other (See Appendix 4)											
	Federal Transit Total	\$17,157	\$17,157	\$19,036	\$19,036	\$15,189	\$15,189	\$16,097	\$16,097	\$67,479		
	FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program	\$7,280	\$7,280	\$7,280	\$7,280	\$7,280	\$7,280	\$7,280	\$7,280	\$29,120	
		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		\$193	\$193	\$513	\$513					\$706		
Highway Bridge Program (HBP)		\$1,651	\$1,651	\$5,742	\$5,742	\$17,027	\$17,027	\$4,179	\$4,179	\$28,599		
Highway Safety Improvement Program (HSIP)		\$2,941	\$2,941	\$731	\$731	\$496	\$496			\$4,168		
Projects of National/Regional Significance												
Public Lands Highway												
Railway Highway Crossings												
Recreational Trails												
Safe Routes to School (SRTS)												
Surface Transportation Program (RSTP)		\$6,165	\$6,165	\$6,165	\$6,165	\$6,165	\$6,165	\$6,165	\$6,165	\$24,660		
Tribal High Priority Projects (THPP)												
Tribal Transportation Program												
Other (see Appendix 5)												
Federal Highway Total	\$18,230	\$18,230	\$20,431	\$20,431	\$30,968	\$30,968	\$17,624	\$17,624	\$87,253			
Other Federal Railroad Administration (see Appendix 6)												
	Federal Railroad Administration Total											
Federal Total	\$35,387	\$35,387	\$39,467	\$39,467	\$46,157	\$46,157	\$33,721	\$33,721	\$154,732			
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)											
	Other (See Appendix 7)											
Innovative Financing Total												
REVENUE TOTAL	\$61,380	\$63,180	\$111,832	\$130,700	\$77,197	\$80,428	\$88,633	\$89,358	\$363,666			

MPO Financial Summary Notes:

TABLE 2: PROGRAMMED

Stanislaus Council of Governments
2014/15 - 2017/18 Federal Transportation Improvement Program
Amendment 8
(\$ in 1,000)

Funding Source		N O T E S	4 YEAR (FSTIP Cycle)								CURRENT TOTAL
			2014/15		2015/16		2016/17		2017/18		
			Amendment		Amendment		Amendment		Amendment		
			Prior No. 6	Current No. 8	Prior No. 6	Current No. 8	Prior No. 6	Current No. 8	Prior No. 6	Current No. 8	
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 (See Appendix A)										
		Regional Total									
STATE	State Highway Operations and Protection Program	\$15,981	\$17,781	\$20,670	\$36,828	\$3,831	\$6,337	\$31,505	\$31,505	\$92,451	
	SHOPP	\$11,569	\$13,369	\$20,670	\$34,010	\$3,831	\$6,337	\$31,505	\$31,505	\$85,221	
	SHOPP Prior										
	State Minor Program	\$4,412	\$4,412		\$2,818					\$7,230	
	State Transportation Improvement Program	\$247	\$247	\$19,160	\$19,160	\$4,666	\$4,666	\$4,930	\$4,930	\$29,003	
	STIP	\$247	\$247	\$19,160	\$19,160	\$330	\$330	\$4,930	\$4,930	\$24,667	
	STIP Prior					\$4,336	\$4,336			\$4,336	
	Transportation Enhancement Prior										
	Proposition 1 A										
	Proposition 1 B	\$1,234	\$1,234	\$676	\$676					\$1,910	
	GARVEE Bonds (Includes Debt Service Payments)										
	Highway Maintenance (HM)				\$2,710					\$2,710	
	Traffic Congestion Relief Program (TCRP)			\$11,392	\$11,392					\$11,392	
	State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)	\$157	\$157	\$2,072	\$2,072					\$2,229	
	Active Transportation Program	\$185	\$185			\$1,973	\$1,973			\$2,158	
Other (See Appendix B)											
	State Total	\$17,804	\$19,604	\$53,970	\$72,838	\$10,470	\$12,976	\$36,435	\$36,435	\$141,853	
FEDERAL TRANSIT	5307 - Urbanized Area Formula Grants	\$15,357	\$15,357	\$17,437	\$17,437	\$13,832	\$13,832	\$14,690	\$14,690	\$61,316	
	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	\$35	\$35							\$35	
	5311 - Formula Grants for Rural Areas	\$545	\$545	\$557	\$557	\$657	\$657	\$657	\$657	\$2,416	
	5311f - Intercity Bus										
	5316 - Job Access and Reverse Commute Program	\$264	\$264	\$264	\$264					\$528	
	5317 - New Freedom	\$128	\$128	\$128	\$128					\$256	
	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	\$828	\$828	\$650	\$650	\$700	\$700	\$750	\$750	\$2,928	
	FTA Transfer from Prior FTIP										
	Other (See Appendix C)										
		Federal Transit Total	\$17,157	\$17,157	\$19,036	\$19,036	\$15,189	\$15,189	\$16,097	\$16,097	\$67,479
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program	\$7,279	\$7,279	\$7,278	\$7,278	\$7,135	\$7,135	\$7,178	\$7,178	\$28,870	
	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	\$193	\$193	\$513	\$513					\$706	
	Highway Bridge Program (HBP)	\$1,651	\$1,651	\$5,742	\$5,742	\$17,027	\$17,027	\$4,179	\$4,179	\$28,599	
	Highway Safety Improvement Program (HSIP)	\$2,941	\$2,941	\$731	\$731	\$496	\$496			\$4,168	
	Projects of National/Regional Significance										
	Public Lands Highway										
	Railway Highway Crossings										
	Recreational Trails										
	Safe Routes to School (SRTS)										
	Surface Transportation Program (RSTP)	\$6,119	\$6,119	\$6,064	\$6,064	\$6,165	\$6,165	\$6,165	\$6,165	\$24,513	
Tribal High Priority Projects (THPP)											
Tribal Transportation Program											
Other (see Appendix D)											
	Federal Highway Total	\$18,183	\$18,183	\$20,328	\$20,328	\$30,823	\$30,823	\$17,522	\$17,522	\$86,856	
FEDERAL RAILROAD ADMINISTRATION	Other Federal Railroad Administration (see Appendix E)										
	Federal Railroad Administration Total										
	Federal Total	\$35,340	\$35,340	\$39,364	\$39,364	\$46,012	\$46,012	\$33,619	\$33,619	\$154,335	
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)										
	Other (See Appendix F)										
	Innovative Financing Total										
PROGRAMMED TOTAL		\$53,144	\$54,944	\$93,334	\$112,202	\$56,482	\$58,988	\$70,054	\$70,054	\$296,188	

MPO Financial Summary Notes:

TABLE 3: REVENUE-PROGRAMMED

Stanislaus Council of Governments
2014/15 - 2017/18 Federal Transportation Improvement Program
Amendment 8
(\$ in 1,000)

Funding Source		4 YEAR (FSTIP Cycle)								CURRENT TOTAL
		2014/15		2015/16		2016/17		2017/18		
		Amendment		Amendment		Amendment		Amendment		
		Prior	Current	Prior	Current	Prior	Current	Prior	Current	
		No. 6	No. 8	No. 6	No. 8	No. 6	No. 8	No. 6	No. 8	
LOCAL	Local Total	\$8,189	\$8,189	\$18,395	\$18,395	\$20,570	\$20,570	\$18,477	\$18,477	\$65,631
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							\$725		\$725
Other										
	State Total						\$725		\$725	\$1,450
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	\$1	\$1	\$2	\$2	\$145	\$145	\$102	\$102	\$250
	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)	\$46	\$46	\$101	\$101					\$147
	Tribal High Priority Projects (THPP)									
	Tribal Transportation Program									
	Other									
	Federal Highway Total	\$47	\$47	\$103	\$103	\$145	\$145	\$102	\$102	\$397
	Other Federal Railroad Administration									
	Federal Railroad Administration Total									
	Federal Total	\$47	\$47	\$103	\$103	\$145	\$145	\$102	\$102	\$397
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)									
	Other									
	Innovative Financing Total									
REVENUE - PROGRAM TOTAL		\$8,236	\$8,236	\$18,498	\$18,498	\$20,715	\$21,440	\$18,579	\$19,304	\$67,478

Stanislaus Council of Governments
SHOPP Lump Sum by Category and Fund Type
Dollars x \$1000

2014

MPO_ID	CTIPS ID	CO	Dist	EA	Route	DESCRIPTION	PE	RW	CON
SHOPP - Collision Reduction									
	11400000174	STA	10	0X560	99	In Modesto, at the southbound off-ramp at Carpenter/Briggsmore Avenue. Reconstruct off-ramp.	824	4	2,799
	11400000179	STA	10	0W630	5	Near Westley, at the Westley Safety Roadside Rest Area (SRRA). Upgrade water and wastewater systems.	716	0	3,115
	11400000189	STA	10	1C490	33	In Stanislaus and Merced Counties at various locations. Install centerline, edge line and shoulder rumble strips.	390	0	2,116
	11400000190	STA	10	1E200	132	In Stanislaus, Mariposa and San Joaquin Counties at various locations. Install centerline, edge line and shoulder rumble strips.	402	0	2,273
	11400000186	STA	10	1E060	VAR	In Stanislaus, Merced, and San Joaquin Counties at various intersections. Upgrade signalized intersections to include Accessible Pedestrian System (APS) push buttons and countdown pedestrian heads.	50	0	250
	11400000184	STA	10	0Y100	99	In and near Modesto, from north of North Street to Tuolumne Bridge. Install highway lighting.	772	6	2,957
	11400000185	STA	10	0Y640	5	Near Patterson, from Hansen Road to Hamilton Road. Install cable median barrier.	929	55	5,376
	11400000171	STA	10	0T780	132	Near Modesto, at Kasson Road/River Road. Install traffic signal and widen intersection.	1,654	1,413	3,881
	11400000176	STA	10	0X320	108	Also in Merced County on Route 165 (PM 28.1/32.4). Construct shoulder and centerline rumble strips.	486	2	1,219
	11400000188	STA	10	0Y620	99	In Modesto, from north of East Hatch Road to Tuolumne Road; also in Merced at various locations. Improve roadside clear recovery zone.	1,977	144	8,544
County Total							8,200	1,624	32,530
MPO									
SHOPP - Collision Reduction Total:							8,200	1,624	32,530

Total \$2,007,000 in FFY 2014/15
Total \$34,010,000 in FFY 2015/16
Total \$6,337,000 in FFY 2016/17

Stanislaus Council of Governments
SHOPP Lump Sum by Category and Fund Type
Dollars x \$1000

2014

MPO_ID	CTIPS ID	CO	Dist	EA	Route	DESCRIPTION	PE	RW	CON
SHOPP - Emergency Response									
	1140000191	STA	10	1F010	99	In and Near Turlock, Ceres and Modesto, at various locations; also, near Westley, on Route 5 at Westley Safety Roadside Rest Area (PM 27.0/27.2). Drought conservation improvements.	0	0	1,800
						County Total	0	0	1,800
						MPO			
						SHOPP - Emergency Response Total:	0	0	1,800

Total \$1,800,000 in FFY 2014/15

Back-up List of StanCOG Grouped Projects for Minor Program

District	County	Route	Postmile	Work Description	EA-5	EFIS ID#	Program Code	CTC Estimated Construction State/Federal Cost	CTC Estimated Right of Way Cost	Est. Capital Outlay Support (Life of Project) Cost	Total Project Cost (Con, R/W and COS)
10	Stanislaus	99	16.9/19.7	Install automated warning system, changeable message signs, closed circuit television cameras, traffic monitoring stations and maintenance vehicle pullouts in the City of Modesto.	0Y571	201.315	700	\$	-	\$ 410	\$ 1,110
10	Stanislaus	108	33.1/33.4	Repair and stabilize slope at various locations from Eight Street to Topeka Street near the City of Riverbank.	0H480	201.15	900	\$	-	\$ 808	\$ 1,708
Total											\$ 2,818

**Back-up List for StanCOG
Grouped Projects for Pavement resurfacing and/or rehabilitation on the State Highway System- Highway Maintenance**

District	Agency	EA5	Project ID #	MPO	* Project Location	Project Description	Total Project Cost	Other/Local Funds	Funds to be Programmed for PE Support Costs	Funds to be Programmed in R/W Support costs	Funds to be Programmed in Construction Support Costs	Latest Estimated Construction Capital Value in Contract	FTIP Program Year	National Highway System (Y/N)	Fund Source	County	Route	Back Post Mile	Ahead Post Mile
10	Caltrans	1E0001	1015000060	STANCOG	In Stanislaus and San Joaquin Counties at and near Westley from Rogers Road to Lehman Road	Maintenance Asphalt Overlay	\$2,710,000		\$100,000	\$0	\$110,000	\$2,500,000	2015/16	N	STP	STA	33.0	18.0	27.1

ATTACHMENT 3

2014 RTP/SCS AMENDMENT NO. 1



*City of Ceres • City of Hughson • City of Modesto • City of Newman • City of Oakdale • City of Patterson
 City of Riverbank • City of Turlock • City of Waterford • County of Stanislaus*

2014 Regional Transportation Plan (RTP) Amendment No. 1 Summary of Changes

The RTP as amended conforms to the applicable State Implementation Plan (SIPs), meets all applicable transportation planning requirements per 23 CFR Part 450, and meets the transportation conformity regulations. These changes require a formal RTP amendment, including a new regional emissions analysis. The RTP Amendment No. 1 updates project open to traffic year, project scope, and replaces one project. The 2014 RTP remains financially constrained as the decrease in revenue due to the deletion of 2014 RTP project **R03** is being replaced by project **SC96**. StanCOG’s 2014 RTP Tier I Roadway Project List Appendix K has been updated accordingly.

2014 RTP Amendment No. 1 includes the following changes to the 2014 RTP:

- SR-99: Mitchell Rd/Service Rd (**C08**) – Amends project open to traffic year from 2020 to 2023.
- Claratina Ave: McHenry Ave to Coffee Rd (**M07**) – Amends project open to traffic year from 2015 to 2018.
- SR-99: SR-99 & Pelandale Interchange (**M17**) – Amends project open to traffic year from 2014 to 2016.
- SR-108: Jackson to BNSF Tracks (**R03**) – Existing project deleted.
- Geer-Albers: Milnes to Claribel (**SC07**) – Changes Project Scope from “widen to 3 lanes” to “widen to 5 lanes”.
- Seventh St: Seventh St@ Tuolumne River Bridge (**SC15**) – Changes project open to traffic year from 2016 to 2020.
- McHenry Ave: Hogue Rd to San Joaquin County Line (**SC53**) – Amends project open to traffic year from 2014 to 2019.
- SR-132 West: Dakota to Gates (**SC62**) – Amends project open to traffic year from 2020 to 2026, and changes Project Scope from “Construct new 2-lane alignment on existing Right of Way” to “Construct 4-lane divided expressway or freeway”.
- Albers: Claribel Road to Warnerville Rd (**SC96**) – New project added. See below for project details. This project is replacing project R03, as a result no additional fiscal constraint analysis is required (the new project total project cost is lower than the original project, R03).

RTP Project #	Location	Project Limits	Description	Total Cost	Open to Traffic
SC96	Albers	Claribel Road to Warnerville Rd	Widen to 5 Lanes	\$3,000,000	2017

**StanCOG 2014 Regional Transportation Plan
Tier I ROADWAY Projects**

Project Details							Purpose/Need				
Location	Project Limits	Description	Total Cost	Construction Year	Funding Source	System Preserv.	Capacity Enhance.	Safety	Oper.	Alt. Mode	
Regional Projects											
RE01	SR-132	SR-132 Connectivity to SR-99	Construct a 4 lane expressway from SR-99 to Dakota Ave. Construct full I/C at SR-132W & SR-99, including improved intersections on SR-132E/D St., construct extensions of 5th and 6th St. couplets (Maze Blvd to SR-132E/D, and construct a full SR-132 E I/C).	\$335,009,300	2028	Local, STIP, IIP, Demo		x		x	
RE02	SR-99	Keyes Rd to Taylor Rd	Construct Auxillary Lane	\$6,226,600	2025	STIP, IIP, RSTP, CMAQ				x	
RE03	SR-99	Taylor Rd to Monte Vista Ave	Construct Auxillary Lane	\$6,520,300	2025	STIP, IIP, RSTP, CMAQ				x	
RE04	SR-99	Monte Vista Ave to Fulkerth Rd	Construct Auxillary Lane	\$6,461,600	2025	STIP, IIP, RSTP, CMAQ				x	
RE05	SR-99	Fulkerth Rd to West Main Ave	Construct Auxillary Lane	\$6,402,900	2025	STIP, IIP, RSTP, CMAQ				x	
RE06	SR-99	San Joaquin County Line to Mitchell Rd	Install Ramp Metering Improvements including Intelligent Transportation Systems (ITS)	\$15,758,300	2028	STIP, IIP, RSTP, CMAQ				x	
RE07	SR-99	Mitchell Rd to Merced County Line	Install Ramp Metering Improvements including Intelligent Transportation Systems (ITS)	\$3,097,400	2033	STIP, IIP, RSTP, CMAQ				x	
Total Regional (Roadways)			\$379,476,400								
City of Ceres											
C01	Various Locations	ITS Signal Synchronization	Install fiber optic and signal interconnect cables and associated conduit. Install of CCTV Cameras.	\$533,600	2015	CMAQ				x	
C02	Morgan Rd and Central Ave	(Morgan/Aristocrat & Central/Pine/Industrial)	Construct Roundabouts and Intersection Reconfiguration	\$67,700	2016	CMAQ			x	x	
C03	Whitmore Ave.	Whitmore and Morgan Intersection Improvements	Intersection improvements	\$437,100	2016	PFF/CMAQ			x	x	
C04	Various Locations	ITS Signal Synchronization, Phase II	Install fiber optic and signal interconnect cables and associated conduit.	\$583,000	2017	CMAQ				x	
C05	Various Locations	Traffic Signal Synchronization Improvements	Improvements to the City's traffic signal system along the main corridor.	\$427,600	2017	CMAQ			x	x	
C06	Morgan Rd	Service Rd & Morgan Rd	Install Traffic Signal	\$347,800	2018	PFF/CMAQ			x	x	
C07	Crows Landing Rd	New Industrial St	Install Traffic Signal	\$262,200	2020	PFF			x	x	
C08	SR-99	Mitchell Rd/Service Rd	Construct New Interchange - Phase I	\$122,987,400	2020-2023	PFF / RSTP/ Other		x			
C09	Morgan Rd	7th St to Grayson Rd	Widen from 2 to 4 lanes	\$938,700	2020	PFF		x			
C10	Whitmore Ave	Mitchell Rd to Faith Home	Widen from 2 to 4 lanes	\$1,072,500	2020	PFF		x			
C11	Crows Landing Rd	Crows Landing Rd & A Street	Install Traffic Signal	\$430,500	2020	WLSP/PFF			x	x	
C12	Whitmore Ave	Ustick Rd to Blaker Rd	Widen from 2 to 4 lanes	\$1,621,200	2022	PFF		x			
C13	Grayson Rd	Grayson Rd & Morgan Rd	Install Traffic Signal	\$1,075,200	2023	CMAQ, PFF			x	x	
C14	Hatch Rd	Hatch Rd & Faith Home Rd	Install Traffic Signal	\$484,500	2024	CMAQ, PFF			x	x	
C15	Central Ave	Hatch Rd to Grayson Rd	Widen from 2 to 4 lanes	\$8,361,100	2025	PFF		x			
C16	Mitchell Rd	River Rd to Service Rd	Widen to 6 lanes	\$9,146,800	2025	PFF		x			
C17	Crows Landing Rd	Crows Landing Rd & Grayson Rd	Install Traffic Signal	\$499,100	2025	CMAQ, PFF			x	x	
C18	Service Road	Service Road & Ustick	Install Traffic Signal	\$499,100	2025	WLSP/PFF			x	x	
C19	Roeding Rd	Roeding Rd & Faith Home Rd	Install Traffic Signal	\$499,100	2025	CMAQ, PFF			x	x	
C20	Whitmore Ave	Whitmore Ave. @ E Street	Install Traffic Signal	\$499,100	2025	WLSP/PFF			x	x	
C21	Whitmore Ave	Whitmore Ave & Boothe Rd	Install Traffic Signal	\$514,000	2026	CMAQ, PFF			x	x	
C22	Whitmore Ave	Whitmore Ave. @ Knox Rd	Install Traffic Signal	\$545,300	2028	WLSP/PFF			x	x	
C23	Central Ave	Redwood Rd & Central Ave and Grayson Rd & Central Ave	Install Traffic Signals	\$1,268,400	2030	PFF			x	x	
C24	Hatch Rd	Herndon Rd to Faith Home Rd	Install Complete Street Improvements	\$27,086,200	2030	PFF		x	x		
C25	Service Rd	Ustick Rd to Central Rd	Install Complete Street Improvements	\$34,650,200	2030	PFF		x	x		
C26	Crows Landing Rd	Crows Landing Rd & B Street	Install Traffic Signal	\$578,500	2030	WLSP/PFF			x	x	
C27	Ustick Rd	Ustick Rd & F Street	Install Traffic Signal	\$578,500	2030	WLSP/PFF			x	x	
C28	Whitmore Ave	Whitmore Ave. and Ustick Rd	Install Traffic Signal	\$578,500	2030	WLSP/PFF			x	x	
C29	Various Locations	Various Locations	Signal & ITS Improvements	\$3,353,200	2035	CMAQ			x	x	
C30	Various Locations	Various Locations	Reconstruct Major Streets (Annual Basis)	\$19,175,400	2035	RSTP	x				
C31	Crows Landing Rd	Service Rd to Grayson Rd	Widen from 2 to 4 lanes	\$2,980,100	2035	PFF		x			
C32	Ustick Rd	Ustick Rd & C Street	Install Traffic Signal	\$670,700	2035	WLSP/PFF			x	x	
C33	Whitmore Ave	Whitmore Ave & Faith Home Rd	Install Traffic Signal	\$670,700	2035	CMAQ, PFF			x	x	
C34	Ustick Rd	Ustick Rd & G Street	Install Traffic Signal	\$777,500	2040	WLSP/PFF			x	x	
C35	Grayson Rd	Ustick Rd to Central Ave	Widen from 2 to 4 lanes	\$2,889,600	2040	PFF		x			
Total City of Ceres (Roadways)			\$247,090,100								

Project Details						Purpose/Need				
Location	Project Limits	Description	Total Cost	Construction Year	Funding Source	System Preserv.	Capacity Enhance.	Safety	Oper.	Alt. Mode
City of Hughson										
H01	Various Locations	Various Locations	Various Intersection Improvements	\$39,000	2015 - 2035	RSTP, CMAQ			x	x
H02	Locust St	Orchard Lane to Euclid Ave	Add 2nd lane to a 2-lane Minor Collector	\$424,200	2024	RSTP, Dev. Impact Fees		x		
H03	7th St	Whitmore Ave to Santa Fe Ave	Improve to 2-lane Major Collector	\$2,288,100	2030	RSTP, Dev. Impact Fees		x		
H04	Tully Rd	Santa Fe Ave to Whitmore Ave	Improvements to 2-lane Arterial	\$425,300	2014	RSTP		x		
H05	Santa Fe	7th Street to Hatch Road	Roadway Rehabilitation	\$479,700	2019	RSTP, Prop. 42	x			
H06	Euclid Ave	Hatch Rd to Whitmore Ave	Install Complete Street Improvements	\$2,630,400	2022	Dev. Impact Fees		x	x	
H07	Various Locations	Various Locations	Roadway Rehabilitation	\$242,400	2015-2035	RSTP	x			
Total City of Hughson (Roadway)			\$6,529,100							
City of Modesto										
M01	SR-132 West	State Route 99 to Dakota Ave	Construct a new 4 lane expressway from SR-99 to Dakota Ave (Phase 1A of the SR-132 Connectivity to SR-99 Project- Reference: 2014 RTP Project ID - RE 01).	\$59,084,900	2019	STIP, CFF, RSTP		x		
M02	SR-99	Kiernan Avenue (SR-219) to SR-132	Widen from 6 to 8 lanes	\$50,670,900	2020	STIP, PFF, IIP		X		
M03	10th and J Streets	10th & J St. Corridor	Pedestrian & Bike Enhancements	\$3,167,000	2020	CMAQ				x
M04	Briggsmore Ave	Tully Rd to Oakdale Rd	Widen from 4 to 6 lanes	\$31,669,300	2020	CFF		x		
M05	Brink Rd	Paralleling SR-99 to Murphy Rd & Carpenter	Install Complete Street Improvements	\$15,201,300	2020	CFF, DEVELOPER		x	x	x
M06	Carpenter Rd	Paradise Rd to Maze Blvd (SR-132) (Priority #1)	Install Complete Street Improvements	\$19,001,600	2020	CMAQ, CFF		x	x	x
M07	Claratina Ave	McHenry Ave to Coffee Rd	Widen from 2 to 6-lane Expressway	\$16,391,000	2016-2018	RSTP, CFF		x		
M08	Crows Landing Rd	SR-99 to 7th St	Widen from 2 to 4 lanes	\$7,342,700	2025	RSTP, CFF		x		
M09	Dale Rd	Pelandale Ave to Kiernan Ave	Widen from 4 to 6 lanes	\$7,600,700	2020	RSTP, CFD		x		
M10	Dale Rd	Pelandale Ave to Standiford Ave	Widen from 4 to 6 lanes	\$3,800,400	2020	RSTP		x		
M11	Hwy 132	SR 99 to 9th Street	Various improvements	\$6,333,900	2020	STIP	x			
M12	Oakdale Rd	Sylvan Ave to Claratina Ave	Widen from 2 to 6 lanes	\$7,600,700	2020	RSTP, CFF		x		
M13	Roselle Ave	Sylvan Ave to Claratina Rd	Widen from 2 to 4 lanes	\$8,867,400	2020	RSTP, CFF		x		
M14	Scenic Avenue	Coffee to Bodem	Safety Improvements	\$2,533,600	2020	RSTP			x	
M15	SR-99	SR-99 & Briggsmore Interchange	PE and ROW (reconstruction to 8-lane Interchange)	\$12,667,800	2020	STIP		x		
M16	SR-99	SR-99 & Briggsmore Interchange	Reconstruct to 8-lane Interchange	\$98,679,400	2035	STIP		x		
M17	SR-99	SR-99 & Pelandale Interchange	Reconstruct to 8-lane Interchange - Phase II	\$5,835,000	2014-2016	STIP, CFF				
M18	Various Locations	Various Locations	Roadway Rehabilitation	\$130,405,800	2014-2040	RSTP	x			
M19	Various Locations	Various Locations	Various intersection Improvements	\$52,164,000	2014-2040	CMAQ			x	x
Total City of Modesto (Roadway)			\$539,017,400							
City of Newman										
N01	SR-33	Yolo St to Sherman Pkwy	Install 4 Lane Arterial Roadway Improvements	\$4,753,100	2017	CFF, LTF, CMAQ, RSTP, Local		x		
N02	SR-33	Sherman Pkwy to Stuhr Road	Install 4 Lane Arterial Roadway Improvements	\$4,298,600	2018	CFF, LTF, CMAQ, RSTP, Local		x		
N03	Stuhr Road	CCID Canal to Highway 33	Install 4 Lane Arterial Roadway Improvements	\$8,117,200	2019	CFF, LTF, CMAQ, RSTP, Local		x		
N04	SR-33	Yolo Avenue to Inyo Avenue	Install 4 Lane Arterial Roadway Improvements	\$3,689,700	2019	CFF, LTF, CMAQ, RSTP, Local		x		
N05	Various Locations	Various Locations	Traffic flow and roadway improvements	\$2,459,800	2019	CFF, LTF, CMAQ, RSTP, Local			x	x
N06	Inyo Ave	Highway 33 to Canal School Rd	Install Collector Street improvements	\$7,751,800	2023	CFF, LTF, CMAQ, RSTP, Local		x	x	
N07	Merced Avenue	Highway 33 to Canal School Rd	Install Collector Street improvements	\$3,965,100	2025	CFF, LTF, CMAQ, RSTP, Local		x	x	
Total City of Newman (Roadway)			\$35,035,300							
City of Oakdale										
O01	D St	Rodeo to Stearns Rd	Install Complete Street Improvements	\$3,582,200	2018	CFF		x	x	
O02	F St	Maag Ave to Stearns Rd	Widen Roadway to 5-lanes	\$4,152,800	2023	CFF, RSTP, Developer		x		
O03	J St	Orsi Road to Stearns Road	Install Complete Street Improvements	\$3,460,600	2023	CFF, Developer		x	x	
O04	Crane Road	North Crane to F St	Widen Roadway to 4-lanes	\$8,997,600	2023	CFF, Developer		x		
O05	Orsi Rd	Sierra Rd to F St	Install Complete Street Improvements	\$3,460,600	2023	CFF, Developer		x	x	
O06	Orsi Rd	Orsi Road and J St	Install Traffic Signal	\$692,200	2023	CFF, Developer			x	x
O07	Second Avenue	D Street to E Street	Roadway Rehabilitation	\$546,400	2015	RSTP, CMAQ, Grants	x			
O08	Sierra Rd	5th St to Stearns Rd	Widen Roadways to 4-lanes	\$4,844,900	2023	CFF, RSTP		x		

Project Details						Purpose/Need				
Location	Project Limits	Description	Total Cost	Construction Year	Funding Source	System Preserv.	Capacity Enhance.	Safety	Oper.	Alt. Mode
O09	South Yosemite Avenue	H Street to J Street	Widen northbound roadway to 2-lane road	\$819,600	2015	RSTP, CMAQ, LTF		x		
O10	Stearns Rd	A St to F St	Widen Roadway to 4-lanes	\$2,076,400	2023	CFF, Developer		x		
O11	Stearns Rd	F St to Sierra Rd	Widen Roadway to 4-lanes	\$2,768,500	2023	CFF, Developer		x		
O12	Various Locations	Various Locations	Install Traffic Signals and Various Intersection Improvements	\$1,957,200	2018-2023	CMAQ			x	x
O13	Various Locations	Various Locations	Roadway Rehabilitation	\$1,957,200	2018-2023	RSTP, CMAQ, Prop 42	x			
Total City of Oakdale (Roadway)			\$39,316,200							
City of Patterson										
P01	Sperry Ave	Ward Ave to Rogers Road	Widen to 4-lanes	\$11,255,100	2016	Dev. Fees, RSTP		x		
P02	Sperry Ave Interchange	I-5 to Rogers Road	Signal and Off-Ramp Improvements at interchange. Widen Sperry Ave to 4 Lanes between Rogers Road and I-5.	\$17,505,100	2017	Dev. Fees, STIP, CMAQ, Local		x		x
P03	Sperry Ave	Ward Ave to SR-33	Install Complete Street Improvements	\$7,379,300	2019	Dev. Fees, RSTP		x	x	
P04	Various Locations	Various Locations	Install Traffic Signals	\$17,008,800	2014-2030	Dev. Fees, CMAQ			x	x
P05	Various Locations	Various Locations	Roadway Rehabilitation	\$5,510,100	2014-2030	RSTP, CMAQ	x			x
Total City of Patterson (Roadway)			\$58,658,400							
City of Riverbank										
R01	Various Locations	Various Locations	Roadway Rehabilitation	\$2,694,200	2014 - 2023	RSTP, LTF, Gas Tax	x			
R02	Pavement Management: Preventative Maintenance	Various Locations	Roadway Rehabilitation	\$14,469,900	2014-2038	RSTP, LTF	x			
R03	SR-108	Jackson to BNSF Tracks	Widen roadway from 2-4 lanes	\$4,846,600	2023	RSTP-Dev. Fees/Traffic Impact Fees		x		
R04	Patterson	Roselle Ave to Claus Rd	Install Complete Street Improvements	\$6,844,500	2029	RSTP, Dev. Fees/Traffic Impact Fees		x	x	
R05	Roselle Avenue	Patterson to Claribel	Install Complete Street Improvements	\$4,311,400	2033	Dev. Fees/Traffic Impact Fees		x	x	
R06	Claus Road	California to Claribel	Widen roadway from 2-4 lanes	\$1,895,700	2020	Dev. Fees/Traffic Impact Fees		x		
R07	Claribel Rd	Claribel at Roselle	Signal improvements	\$162,200	2014	CMAQ			x	x
R08	Patterson Rd	Patterson at Roselle	Signal improvements with pedestrian crossings and sidewalks	\$1,307,000	2015	CMAQ			x	x
R09	Santa Fe Rd	Calendar at Santa Fe	Signal improvements	\$742,700	2014	CMAQ			x	x
R10	Patterson Rd	Patterson at Third	Signal improvements	\$450,300	2016	CMAQ			x	x
R11	Claus Road	Claus at California	Signal improvements	\$652,400	2021	CMAQ			x	x
R12	Patterson Rd	Patterson at Eighth	Signal improvements	\$403,200	2022	CMAQ			x	x
R13	Patterson Rd	Patterson at First	Signal improvements	\$933,500	2023	CMAQ			x	x
R14	Claus Rd	SR-108 at Claus	Signal improvements	\$1,688,300	2016	CMAQ			x	x
R15	Patterson Rd	Patterson at First	Railroad crossing improvements	\$396,600	2025	Dev. Fees/Traffic Impact Fees			x	x
R16	Patterson Rd	Patterson at Third	Railroad crossing improvements	\$286,500	2014	Dev. Fees/Traffic Impact Fees			x	x
R17	Patterson Rd	Patterson at Eighth	Railroad crossing improvements	\$303,900	2016	Dev. Fees/Traffic Impact Fees			x	x
R18	Patterson Rd	Patterson at Snedigar	Railroad crossing improvements	\$273,500	2016	Dev. Fees/Traffic Impact Fees			x	x
R19	Patterson Rd	Patterson at Terminal	Railroad crossing improvements	\$307,900	2020	Dev. Fees/Traffic Impact Fees			x	x
R20	Santa Fe Rd	First at Santa Fe	Install roundabout	\$346,100	2023	CMAQ			x	x
R21	SR-108	SR-108 at First Street	Install Congestion Management improvements	\$2,512,700	2021	CMAQ				x
Total City of Riverbank (Roadway)			\$45,828,100							
City of Turlock										
T01	SR-99	SR-99 & Fulkerth Rd	Reconstruct Interchange	\$12,667,800	2020	CMAQ, Dev. Fees, RSTP, STIP	x	x		
T02	Fulkerth Rd	Tegner Rd to Dianne Dr	Widen from 2-lane to 4-lane Arterial with Class II bike facility and transit	\$580,400	2018	Dev. Fees, RSTP		x		
T03	Monte Vista Ave	Olive Ave to Berkeley Ave	Install Median; Add one (1) lane with Class II bike facility	\$1,317,500	2020	Dev. Fees, RSTP		x		x
T04	Fulkerth Rd	Washington Rd to Tegner Rd	Widen from 2-lane to 4-lane Arterial with Class II bike facility	\$3,419,800	2018	Dev. Fees, RSTP		x		
T05	Washington Rd	Linwood Ave to Fulkerth Rd	Widen from 2-lane to 4-lane Arterial with Class II bike facility and transit	\$2,176,400	2025	Dev. Fees, RSTP		x		
T06	Tegner Rd	Linwood Ave to W. Main St	Construct new 2-lane Industrial Collector with Class II bike facility	\$434,600	2020	Dev. Fees, RSTP		x		

Project Details						Purpose/Need				
Location	Project Limits	Description	Total Cost	Construction Year	Funding Source	System Preserv.	Capacity Enhance.	Safety	Oper.	Alt. Mode
707	W. Canal Dr	SR-99 to Tegner Rd	Construct new 2-lane Collector with Class I bike facility	\$2,065,400	2016	Dev. Fees, RSTP		x		
708	N. Olive Ave	Tuolumne Rd to Tornell Rd	Widen from 2-lane to 4-lane Arterial with Class II bike facility	\$757,600	2020	Dev. Fees		x		
709	N. Olive Ave	Canal Dr to Wayside Rd	Widen from 2-lane to 4-lane Arterial with Class II bike facility and transit	\$852,600	2020	Dev. Fees		x		
710	N. Olive Ave	Wayside Dr to North Ave	Widen from 2-lane to 4-lane Arterial with Class II bike facility and transit	\$888,100	2020	Dev. Fees		x		
711	W. Linwood Ave	Walnut Rd to Lander Ave	Widen from 2-lane to 3-lane Collector with Class II bike facility and transit (West Ave. South to Lander)	\$615,700	2020	Dev. Fees, RSTP		x		
712	W. Linwood Ave	Walnut Rd to Washington Rd	Widen from 2-lane to 3-lane Collector with Class II bike facility	\$4,207,400	2025	Dev. Fees, RSTP		x		
713	W. Canal Dr	Washington Rd to Kilroy Rd	Construct new 2-lane Collector with Class I bike facility	\$2,507,600	2018	Dev. Fees, RSTP		x		
714	East Ave	Golden State Blvd to Daubenberger Rd	Widen from 2-lane to 4-lane Arterial with Class III bike facility from Minaret to S. Berkeley/Class II from S. Berkeley to Daubenberger and transit from Oak to S. Johnson	\$5,958,600	2030	Dev. Fees, RSTP		x		
715	Golden State Blvd	Taylor Rd to Monte Vista Ave	Complete 6-lane Boulevard with Class II bike facility and transit from Christoffersen to Monte Vista	\$3,310,100	2020	Dev. Fees, RSTP		x		
716	Golden State Blvd	Monte Vista Ave to Fulkerth Rd	Complete 6-lane Boulevard with Class II bike facility	\$2,869,300	2020	Dev. Fees, RSTP		x		
717	N. Kilroy Ave	W. Main St to W. Canal Dr	Construct new Collector	\$743,100	2025	Dev. Fees, RSTP		x		
718	Tegner Rd	Monte Vista Ave to Fulkerth Rd	Complete 2-lane Industrial Collector	\$674,300	2015	Dev. Fees, RSTP		x		
719	Tegner Rd	Fulkerth Rd to north of Pedretti Park	Construct new 2-lane Industrial Collector	\$995,700	2020	Dev. Fees, RSTP		x		
720	Taylor Rd	Tegner Rd to Golden State Blvd	Widen from 2-lane to 4-lane Collector with Class II bike facility	\$505,500	2020	Dev. Fees, RSTP		x		
721	S. Kilroy Ave	Spengler Way to W. Linwood Ave	Construct new Industrial Collector	\$934,000	2025	Dev. Fees, RSTP		x		
722	Taylor Rd	Golden State Blvd to SR-99	Widen from 2-lane to 4-lane Arterial with Class II bike facility	\$139,600	2025	Dev. Fees, RSTP		x		
723	Tegner Rd	W. Main St to Fulkerth Rd	Construct new 2-lane Industrial Collector with Class II bike facility	\$2,795,800	2020	Dev. Fees, RSTP		x		
724	Various Locations	Various Locations	Install Traffic Signals and Various Intersection and Synchronization Improvements	\$4,105,100	2014 - 2025	CMAQ, Dev. Fees			x	x
725	SR-99	Lander Ave (SR-165) to S. City Limits	Construct New Interchange	\$35,785,000	2028	CMAQ, Dev. Fees, STIP		x		
726	SR-99	W. Main St	Construct New Interchange	\$19,091,000	2025	CMAQ, Dev. Fees, STIP		x		
727	SR-99	Taylor Rd	Reconstruct existing Interchange	\$7,693,700	2025	CMAQ, Dev. Fees, STIP	x	x		
728	SR-99	Tuolumne Rd	Construct New Overpass	\$9,693,400	2018	CMAQ, Dev. Fees, STIP		x		
729	Washington Rd	Fulkerth Rd to Monte Vista Ave	Construct 4-lane Expressway with Class II bike facility and transit	\$2,674,000	2025	Dev. Fees, RSTP		x		
730	Golden State Blvd	Golden State Blvd & Taylor Rd	Widen Intersection from 2 to 4 lanes with bike improvements	\$2,690,400	2025	Dev. Fees, RSTP		x		
731	Various Locations	Various Locations	Roadway Rehabilitation	\$40,502,000	2014-2040	RSTP	x			
Total City of Turlock (Roadway)			\$173,651,500							
City of Waterford										
W01	Various Locations	Various Locations	Traffic Signals, intersection improvements and other transportation enhancements	\$4,769,300	2014-2040	CMAQ, RSTP, HSIP			x	x
W02	Various Locations	Various Locations	Roadway Rehabilitation	\$14,158,800	2014-2040	RSTP	x			
Total City of Waterford (Roadway)			\$18,928,100							
Stanislaus County										
SC01	Various Locations	Various Locations	Roadway Rehabilitation	\$65,993,400	2014 - 2040	RSTP	x			
SC02	SR-99	SR-99 & Hammett Rd	Interchange Replacement	\$95,524,200	2015	STIP, PFF		x		
SC03	North County Corridor	Tully Rd to SR 120/108	Construct 2-6 Lane Expressway	\$380,031,100	2020	STIP, IIP, PFF		x		
SC04	McHenry Ave	McHenry Ave @ Stanislaus River Bridge	Seismic Bridge Replacement	\$21,493,000	2015	HBP, PFF	x	x	x	
SC05	Crows Landing Rd	Crows Landing Rd. & Grayson Rd	Install Traffic Signal	\$2,740,100	2018	CMAQ, PFF			x	x
SC06	Santa Fe Ave & Terminal Ave	BNSF Railroad	Upgrade Railroad Crossings	\$656,800	2015	Section 130			x	x
SC07	Geer-Albers	Milnes to Claribel	Widen to 3-lanes 5 lanes	\$4,111,900	2022	PFF		x		
SC08	McHenry Ave	Ladd Rd to Hogue Rd	Widen to 5 lanes	\$5,349,600	2018	STIP, PFF		x		
SC09	Crows Landing Rd	San Joaquin River Bridge	Seismic Bridge Replacement - 3-lane Bridge	\$17,653,500	2014	HBP/LSSRP, PFF	x	x	x	
SC10	Geer Rd	Geer Rd @ Tuolumne River Bridge	Seismic Bridge Retrofit	\$1,688,300	2014	HBP/LSSRP	x		x	
SC11	Hickman Rd	Hickman Rd @ Tuolumne River	Seismic Bridge Replacement	\$20,563,300	2018	HBP/LSSRP	x		x	
SC12	Hills Ferry Rd	Hills Ferry Rd @ San Joaquin River	Seismic Bridge Retrofit - Mandatory	\$7,800,500	2014	HBP/LSSRP	x		x	

Project Details						Purpose/Need				
Location	Project Limits	Description	Total Cost	Construction Year	Funding Source	System Preserv.	Capacity Enhance.	Safety	Oper.	Alt. Mode
SC13	Pete Miller Rd	Pete Miller Rd @ Delta Mendota Canal Bridge	Seismic Bridge Retrofit	\$2,049,000	2015	HBP/LSSRP	x		x	
SC14	Santa Fe Ave	Santa Fe Ave @ Tuolumne River Bridge	Seismic Bridge Replacement	\$27,057,300	2016	HBP/LSSRP, PFF	x	x	x	
SC15	Seventh St	Seventh St @ Tuolumne River Bridge	Seismic Bridge Replacement; 4 lane bridge with pedestrian access	\$35,666,400	2016 2020	HBP	x	x	x	x
SC16	Claribel Rd	Claribel Rd & Coffee Rd	Install Traffic Signal	\$2,251,100	2014	CMAQ, PFF			x	x
SC17	Crows Landing Rd	Crows Landing Rd & Keyes Rd	Install Traffic Signal	\$2,822,300	2019	CMAQ, PFF			x	x
SC18	Crows Landing Rd	Crows Landing Rd & W. Main St	Install Traffic Signal	\$3,462,800	2015	CMAQ, PFF			x	x
SC19	Crows Landing Rd	Crows Landing Rd & Fulkerth Ave	Install Traffic Signal	\$2,851,600	2021	PFF			x	x
SC20	Claribel Rd	McHenry Ave to Oakdale Rd	Widen to 5 lanes	\$15,875,400	2014	STIP, PFF		x		
SC21	Kilburn Rd	Kilburn Rd @ Orestimba Creek Bridge	Replace Bridge (Critical)	\$6,292,900	2016	HBP	x		x	
SC22	Carpenter Rd	Crows Landing Rd & Carpenter Rd	Install Traffic Signal	\$3,251,100	2029	CMAQ, PFF			x	x
SC23	Carpenter Rd	Carpenter Rd & Grayson Rd	Install Traffic Signal	\$3,305,700	2026	CMAQ, PFF			x	x
SC24	Carpenter Rd	Carpenter Rd & Hatch Rd	Install Traffic Signal	\$1,791,100	2015	CMAQ, PFF			x	x
SC25	Carpenter Rd	Carpenter Rd & Keyes Rd	Install Traffic Signal	\$3,612,300	2029	CMAQ, PFF			x	x
SC26	Carpenter Rd	Carpenter Rd & W. Main St	Install Traffic Signal	\$3,359,800	2019	CMAQ, PFF			x	x
SC27	Carpenter Rd	Carpenter Rd & Whitmore Ave	Install Traffic Signal	\$2,213,800	2016	CMAQ, PFF			x	x
SC28	Central Ave	W. Main St & Central Ave	Install Traffic Signal	\$6,523,900	2018	CMAQ, PFF			x	x
SC29	Claribel Rd	Claribel Rd & Roselle Ave	Install Traffic Signal	\$2,251,100	2014	CMAQ, PFF			x	x
SC30	Geer Rd	Geer & Santa Fe	Install Traffic Signal	\$3,522,900	2018	CMAQ, PFF			x	x
SC31	Geer Rd	Geer & Whitmore	Install Traffic Signal	\$3,262,000	2018	CMAQ, PFF			x	x
SC32	Golden State Blvd	Golden State Blvd & Golf Rd / Berkeley Ave	Intersection Improvements	\$2,388,200	2015	CMAQ, PFF			x	x
SC33	Santa Fe Ave	Santa Fe & Hatch Road	Install Traffic Signal; Upgrade Railroad Crossing Equipment	\$3,376,600	2014	CMAQ, PFF			x	x
SC34	Santa Fe Ave	Santa Fe Ave & East Ave	Install Traffic Signal	\$3,612,300	2029	CMAQ, PFF			x	x
SC35	Santa Fe Ave	Santa Fe Ave & Keyes Rd	Install Traffic Signal; Upgrade Railroad Crossing Equipment	\$4,537,800	2023	CMAQ, PFF			x	x
SC36	Santa Fe Ave	Santa Fe Ave & Main St	Install Traffic Signal; Upgrade Railroad Crossing Equipment	\$4,405,700	2022	CMAQ, PFF			x	x
SC37	Santa Fe Ave	Santa Fe Ave & Service Rd	Install Traffic Signal; Upgrade Railroad Crossing Equipment	\$4,537,800	2023	CMAQ, PFF			x	x
SC38	Faith Home Rd	W. Main St & Faith Home Rd	Install Traffic Signal	\$3,176,500	2023	CMAQ, PFF			x	x
SC39	Carpenter Rd	Whitmore Ave to Keyes Rd	Widen to 3 lanes	\$5,534,500	2016	PFF		x		
SC40	Carpenter Rd	Keyes Rd to Monte Vista Ave	Widen to 3 lanes	\$3,783,900	2018	PFF		x		
SC41	Carpenter Rd	Monte Vista Ave to W. Main St	Widen to 3 lanes	\$3,737,500	2020	PFF		x		
SC42	Claus Rd	Terminal Ave to Claribel Rd	Widen to 3 lanes	\$2,648,600	2024	PFF		x		
SC43	Crows Landing Rd	Keyes Rd to Monte Vista Ave	Widen to 3 lanes	\$2,459,800	2016	PFF		x		
SC44	Crows Landing Rd	Monte Vista Ave to W. Main St	Widen to 3 lanes	\$2,459,800	2016	PFF		x		
SC45	Crows Landing Rd	W. Main St to Harding Rd	Widen to 3 lanes	\$2,533,600	2017	PFF		x		
SC46	Crows Landing Rd	Harding Rd to Carpenter Rd	Widen to 3 lanes	\$3,091,100	2019	PFF		x		
SC47	Crows Landing Rd	Carpenter Rd to River Rd/ Marshall Rd	Widen to 3 lanes	\$1,425,800	2021	PFF		x		
SC48	Crows Landing Rd	River Rd/Marshall Rd to SR-33	Widen to 3 lanes	\$15,112,300	2024	PFF		x		
SC49	Geer-Albers	Taylor Rd to Santa Fe Ave	Widen to 3 lanes	\$4,550,600	2016	PFF		x		
SC50	Geer-Albers	Santa Fe Ave to Hatch Rd	Widen to 3 lanes	\$3,927,000	2017	PFF		x		
SC51	Geer-Albers	Hatch Rd to SR-132	Widen to 3 lanes	\$3,628,600	2019	PFF		x		
SC52	Geer-Albers	SR-132 to Milnes Rd	Widen to 3 lanes	\$10,696,400	2028	PFF		x		
SC53	McHenry Ave	Hogue Rd to San Joaquin County Line	Widen to 5 lanes	\$8,891,600	2014 2019	STIP, PFF		x		
SC54	Santa Fe Ave	Keyes Rd to Geer Rd	Widen to 3 lanes	\$4,405,700	2022	PFF		x		
SC55	Santa Fe Ave	Geer Rd to Hatch Rd	Widen to 3 lanes	\$3,116,000	2024	PFF		x		
SC56	Santa Fe Ave	Hatch to Tuolumne River	Widen to 3 lanes	\$2,809,900	2026	PFF		x		
SC57	W. Main St	San Joaquin River to Carpenter Rd	Widen to 3 lanes	\$5,398,600	2020	PFF		x		
SC58	W. Main St	Carpenter Rd to Crows Landing Rd	Widen to 3 lanes	\$3,443,700	2016	PFF		x		
SC59	W. Main St	Crows Landing Rd to Mitchell Rd	Widen to 3 lanes	\$5,288,500	2016	PFF		x		
SC60	W. Main St	Mitchell Rd to Washington Rd	Widen to 3 lanes	\$3,783,900	2018	PFF		x		
SC61	SR-219	SR-99 to McHenry Ave	Widen to 6-lanes	\$41,527,100	2020	STIP		x		
SC62	SR-132 West	Dakota to Gates	Construct new 2-lane alignment on existing Right-of-Way Construct 4-lane divided expressway or freeway	\$55,369,400	2020 2026	STIP		x		
SC63	Cooperstown Rd	Cooperstown Road at Gallup Creek	Bridge Replacement - Off System Bridge Toll Credits	\$3,249,200	2018	HBP	x		x	
SC64	Cooperstown Rd	Cooperstown Road at Rydberg Creek	Bridge Replacement - Off System Bridge Toll Credits	\$3,313,000	2018	HBP	x		x	
SC65	Crabtree Rd	Crabtree Road at Dry Creek	Bridge Replacement - Off System Bridge Toll Credits	\$6,646,800	2017	HBP	x		x	
SC66	Gilbert Rd	Gilbert Road at Ceres Main Canal	Bridge Replacement - Off System Bridge Toll Credits	\$1,254,200	2017	HBP	x		x	
SC67	Pleasant Valley Rd	Pleasant Valley Road at South San Joaquin Main Canal	Bridge Replacement - Off System Bridge Toll Credits	\$2,325,200	2018	HBP	x		x	
SC68	Shiells Rd	Shiells Road over CCID Main Canal	Bridge Replacement - Off System Bridge Toll Credits	\$2,041,000	2018	HBP	x		x	
SC69	St. Francis	St. Francis Ave at MID Main Canal	Bridge Replacement - Off System Bridge Toll Credits	\$1,722,400	2018	HBP	x		x	

Project Details						Purpose/Need				
Location	Project Limits	Description	Total Cost	Construction Year	Funding Source	System Preserv.	Capacity Enhance.	Safety	Oper.	Alt. Mode
SC70	Tegner Rd	Tegner Road at Turlock Irrigation District Lateral #5	Bridge Replacement - Off System Bridge Toll Credits	\$2,586,100	2018	HBP	x		x	
SC71	Tim Bell Road	Tim Bell Road at Dry Creek	Bridge Replacement - Off System Bridge Toll Credits	\$15,482,400	2018	HBP	x		x	
SC72	Las Palmas	Las Palmas Ave over San Joaquin River	Bridge Replacement	\$24,221,700	2016	HBP	x		x	
SC73	Milton Road	Milton Road over Rock Creek Tributary	Bridge Replacement - Off System Bridge Toll Credits	\$830,200	2016	HBP	x		x	
SC74	Sonora Road	Sonora Road over Martells Creek	Scour Countermeasure	\$145,900	2016	HBP	x		x	
SC75	Faith Home Rd	Keyes Rd to Faith Home Rd Interchange	Construct new 4-lane Expressway	\$18,820,300	2024	PFF		x		
SC76	Faith Home Rd	Faith Home Rd Interchange to Service Rd including FHRD overcrossing of SR-99	Construct new 4-lane Expressway	\$19,630,400	2024	PFF		x		
SC77	Faith Home Rd	Service Rd to Hatch Rd	Construct new 4-lane Expressway	\$25,332,600	2024	PFF		x		
SC78	Faith Home Rd	Hatch Rd to Garner Viaduct	Construct new 4-lane Expressway	\$47,798,500	2024	PFF		x		
SC79	Faith Home Rd	Garner Rd to SR-132	Construct new 4-lane Expressway	\$12,463,800	2024	PFF		x		
SC96	Albers	Claribel Road to Warnerville Road	Widen to 5 lanes	\$3,000,000	2017	PFF/RSTP		x		
			Total Stanislaus County (Roadways)	\$1,171,550,700						
			Total Tier I Roadway Costs	\$2,716,501,300						
Regional Planning										
Various Locations	Various Locations	Planning, Programming and Monitoring Activities	\$1,420,000	2014-2018	RSTP, STIP, FTA					
Total Regional (Planning)			\$1,420,000							

ATTACHMENT 4

**2015 CONFORMITY ANALYSIS FOR THE 2008 OZONE AND 2012 PM2.5
STANDARDS**

**DRAFT CONFORMITY ANALYSIS ADDRESSING THE 2008
OZONE AND 2012 PM2.5 STANDARDS FOR
THE 2015 FEDERAL TRANSPORTATION
IMPROVEMENT PROGRAM AMENDMENT #8 AND THE
2014 REGIONAL TRANSPORTATION PLAN AMENDMENT #1**

OCTOBER 21, 2015

STANISLAUS COUNCIL OF GOVERNMENTS

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EXECUTIVE SUMMARY

This report presents the Conformity Analysis for 2015 Federal Transportation Improvement Program Amendment #8 (2015 FTIP Amendment #8) and 2014 Regional Transportation Plan Amendment #1 (2014 RTP Amendment #1). In addition, this 2015 Conformity Analysis addresses the 2008 Ozone and 2012 PM2.5 Standards. The Stanislaus Council of Governments is the designated Metropolitan Planning Organization (MPO) in Stanislaus County, California, and is responsible for regional transportation planning.

The Clean Air Act Section 176(c) (42 U.S.C. 7506(c)) and U.S. Environmental Protection Agency (EPA) transportation conformity regulations (40 CFR 93 Subpart A) require that each new 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 FTIP Amendment #8 and the 2014 RTP Amendment #1; a finding of conformity is therefore supported. The 2015 FTIP Amendment #8, the 2014 RTP Amendment #1, and corresponding conformity analysis was approved by the Stanislaus Council of Governments Policy Board on October 21, 2015. FHWA/FTA last issued a finding of conformity for the 2015 FTIP and 2014 RTP on December 15, 2014.

2015 FTIP Amendment #8 and 2014 RTP Amendment #1 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 (PM2.5); 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 Stanislaus 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 2017, 2018 (via interpolation), 2020, 2021, 2023, 2025, 2031, 2035 and 2040 for each applicable pollutant. All analyses were conducted using the latest planning assumptions and emissions models. The major conclusions of the Stanislaus Council of Governments Conformity Analysis are:

- For carbon monoxide, the total regional on-road vehicle-related emissions associated with implementation of the 2015 FTIP Amendment #8 and the 2014 RTP Amendment #1 for the analysis years are projected to be less than the approved emissions budget established in the *2004 Revision to the California State Implementation Plan for Carbon Monoxide*. The applicable conformity test for carbon monoxide is therefore satisfied.
- For ozone, the total regional on-road vehicle-related emissions (ROG and NO_x) associated with implementation of the 2015 FTIP Amendment #8 and the 2014 RTP Amendment #1 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 NO_x) associated with implementation of the 2015 FTIP Amendment #8 and the 2014 RTP Amendment #1 for all years tested are either (1) projected to be less than the approved emissions budgets, or (2) less than the emission budgets using the approved PM-10 and NO_x trading mechanism for transportation conformity purposes from the *2007 PM-10 Maintenance Plan*. The conformity tests for PM-10 are therefore satisfied.
- For PM_{2.5}, the total regional on-road vehicle-related emissions associated with implementation of the 2015 FTIP Amendment #8 and the 2014 RTP Amendment #1 for the analysis years are either (1) projected to be less than the approved emission budgets, or (2) less than the emission budgets using the approved PM_{2.5} and NO_x trading mechanism for transportation conformity purposes from the *2008 PM_{2.5} Plan (as revised in 2011)*. The conformity tests for PM_{2.5} for the 1997, 2006 and 2012 standards are therefore satisfied.
- The 2015 FTIP Amendment #8 and the 2014 RTP Amendment #1 will not impede and will support timely implementation of the TCMs that have been adopted as part of applicable air quality implementation plans. The current status of TCM implementation is documented in Chapter 4 of this report. Since the local SJV procedures (e.g., Air District Rule 9120 Transportation Conformity) have not been approved by EPA, consultation has been conducted in accordance with Federal requirements.

REPORT ORGANIZATION

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

Appendix E includes public hearing documentation conducted on the 2015 FTIP Amendment #8, the 2014 RTP Amendment #1, and corresponding conformity analysis on October 21, 2015. 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 2015 Conformity Analysis for the 2015 FTIP Amendment #8 and the 2014 RTP Amendment #1 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.

Stanislaus Council of Governments is the designated Metropolitan Planning Organization (MPO) for Stanislaus County in the San Joaquin Valley. As a result of this designation, Stanislaus Council of Governments 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 23, 2015, EPA released its *Proposed Rule for Implementing National Ambient Air Quality Standards for Fine Particles*. The implementation rule proposes three options, one of which could revoke the primary 1997 annual PM2.5 standard, while maintaining the secondary 1997 annual PM2.5 standard. The proposed implementation rule has not been finalized.

On March 6, 2015, EPA published *Implementation of the 2008 National Ambient Air Quality Standards for Ozone: State Implementation Plan Requirements* final rule (effective April 6, 2015), which shifted the San Joaquin Valley 2008 Ozone Standard attainment date from December 31, 2032 to July 20, 2032. EPA's March 2015 ozone implementation rule also revoked the 1997 Ozone Standard for transportation conformity purposes.

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 Stanislaus COG adopted consultation process and policy for conformity analysis includes a 30-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.

Stanislaus Council of Governments is located in the federally designated San Joaquin Valley Air Basin. The borders of the basin are defined by mountain and foothill ranges to the east and west. The northern border is consistent with the county line between San Joaquin and Sacramento Counties. The southern border is less defined, but is roughly bounded by the Tehachapi Mountains and, to some extent, the Sierra Nevada range. The 2015 Conformity Analysis for

2015 FTIP Amendment #8 and 2014 RTP Amendment #1 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 Standard (NAAQS) for 8-hour ozone (2008 standard), and particulate matter under 2.5 microns in diameter (PM_{2.5}) (1997, 2006 and 2012 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 PM_{2.5}:

- 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 (1997 Standard) PM_{2.5} Plan (as revised in 2011) was approved by EPA on November 9, 2011 (effective January 9, 2012).

EPA designated the San Joaquin Valley nonattainment area for the 2008 Ozone Standard, effective July 20, 2012. Transportation conformity applies one year after the effective date (July 20, 2013). Federal approval for the eight SJV MPO's 2008 Ozone standard conformity demonstrations was received on July 8, 2013. EPA's March 2015 final rule implementing the 2008 Ozone Standard also revoked the 1997 Ozone Standard for transportation conformity purposes. This revocation became effective April 6, 2015.

On November 13, 2009, EPA published Air Quality Designations for the 2006 24-hour PM_{2.5} standard, effective December 14, 2009. Nonattainment areas are required to meet the standard by 2014; transportation conformity applies by December 14, 2010. 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.

On January 13, 2015, EPA released its proposed *Approval of San Joaquin Valley Plan and Supplement for the 2006 PM_{2.5} Standard and Proposed Reclassification to Serious for the 2006 PM_{2.5} Standard*. At this time, EPA has not finalized the proposed approval of the Plan and reclassification.

EPA's nonattainment area designations for the new 2012 PM_{2.5} standards became effective on April 15, 2015. Conformity for a given pollutant and standard applies one year after the effective date (April 15, 2016). It is important to note that the 2012 PM_{2.5} standards nonattainment area

boundary for the San Joaquin Valley are exactly the same as the nonattainment area boundary for the 1997 annual standard.

On March 23, 2015, EPA released its *Proposed Rule for Implementing National Ambient Air Quality Standards for Fine Particles*, which addresses implementation of the new 2012 PM_{2.5} standards. The implementation rule proposes three options, one of which could revoke the primary 1997 annual PM_{2.5} standard, while maintaining the secondary 1997 annual PM_{2.5} standard. The proposed implementation rule has not been finalized and the standard has not been revoked. In the San Joaquin Valley, the 1997 standards (both 24-hour and annual) continue to apply.

D. CONFORMITY TEST REQUIREMENTS

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

Specific conformity test requirements established for the San Joaquin Valley nonattainment areas for 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 April 6, 2015. 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 2015 FTIP Amendment #8 and the 2014 RTP Amendment #1.

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 all standards in the conformity determination. The San Joaquin Valley currently violates both the 1997 and 2012 annual PM2.5 standards and the 2006 24-hour PM2.5 standards; thus the conformity determination includes all three analyses (see discussion under Air Quality Designations Applicable to the San Joaquin Valley above).

The 2008 PM2.5 Plan for the 1997 PM2.5 standard (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 in Table 1-4 below and will be used to compare emissions resulting from the 2015 FTIP Amendment #8 and the 2014 RTP Amendment #1.

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. On March 27, 2015 EPA proposed reclassification of the San Joaquin Valley to Serious nonattainment of the 1997 PM2.5 standard. The San Joaquin Valley 2015 PM2.5 Plan (1997 standard) was adopted by ARB on May 21, 2015 and subsequently submitted to EPA on June 25, 2015. The Plan requests reclassification of the San Joaquin Valley nonattainment area to Serious, proposes new conformity budgets, and lays out a strategy to attain the 1997 24-hour PM2.5 standards. No final EPA action has been taken on the plan. As a result, the proposed SIP

budgets are assumed to be unavailable for use and the 2008 PM2.5 Plan conformity budgets are the only budgets applicable at this time.

On January 13, 2015, EPA released its proposed *Approval of San Joaquin Valley Plan and Supplement for the 2006 PM2.5 Standard and Proposed Reclassification to Serious for the 2006 PM2.5 Standard*. At this time, EPA has not finalized the proposed approval of the Plan (including SIP budgets) and reclassification.

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. EPA has not approved nor found adequate 2006 PM2.5 standard SIP budgets for the San Joaquin Valley. For this Conformity Analysis, the SJV will continue to conduct determinations for subarea emission budgets as established in the 2008 PM2.5 (1997 Standard) Plan (as revised in 2011).

In accordance with Section 93.109(i)(3) of the conformity rule, if a 2012 PM2.5 nonattainment area has adequate or approved SIP budgets that address the annual 1997 PM2.5 standards, it must use the budget test until new 2012 PM2.5 standard budgets are found adequate or approved. For this Conformity Analysis, the SJV will continue to conduct determinations for subarea emission budgets as established in the 2008 PM2.5 (1997 Standard) Plan (as revised in 2011).

In addition, the *Proposed Rule for Implementing National Ambient Air Quality Standards for Fine Particles* proposes three options, one of which could revoke the primary 1997 annual PM2.5 standard, while maintaining the secondary 1997 annual PM2.5 standard. The proposed implementation rule has not been finalized and the standard has not been revoked. In the San Joaquin Valley, the 1997 standards (both 24-hour and annual) continue to apply.

**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 2008 PM2.5 SIP 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.

As noted above, in accordance with the EPA Transportation Conformity Rule Restructuring Amendments Nonattainment areas allows 2006 and 2012 PM2.5 areas with adequate or approved 1997 PM2.5 budgets to determine conformity for all three 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	2031	NA	2040
PM-10	NA	2020	2025/2035	2040
PM2.5	NA	2014/2021 ²	2017/2025/2035	2040

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

². Note: 2014 is the attainment year for the 1997 and 2006 PM2.5 standards. 2021 is the attainment year for the 2012 PM2.5 standards.

Section 93.118(d)(2) indicates that the regional emissions analysis may be performed for any years in the time frame of the transportation plan provided they are not more than ten years apart and provided the analysis is performed for the attainment year (if it is in the time frame of the transportation plan) and the last year of the plan’s forecast period. Emissions in years for which consistency with motor vehicle emissions budgets must be demonstrated, as required in paragraph (b) of this section (i.e., each budget year), may be determined by interpolating between the years for which the regional emissions analysis is performed. For CO, the analysis year 2018 will be interpolated from 2017 and 2025.

For the 2008 Ozone Standard, the San Joaquin Valley has been classified as an Extreme nonattainment area with an attainment date of July 20, 2032. In accordance with the March 2015 *Implementation of the 2008 National Ambient Air Quality Standards for Ozone: State Implementation Plan Requirements* final rule, the 2032 analysis year will be updated to 2031. When using the budget test, the attainment year of the 2008 Ozone standard must be analyzed (e.g. 2031). In addition, in areas that have approved or adequate budgets for the 1997 ozone standard, consistency with those budgets must also be determined. The attainment year of 2031 must be modeled.

The Clean Air Act requires all states to attain the 1997 PM_{2.5} 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 PM_{2.5} problem. On March 27, 2015 EPA proposed reclassification of the San Joaquin Valley to Serious nonattainment of the 1997 PM_{2.5} standard. The San Joaquin Valley 2015 PM_{2.5} Plan (1997 standard) was adopted by ARB on May 21, 2015 and subsequently submitted to EPA on June 25, 2015. The Plan requests reclassification of the San Joaquin Valley nonattainment area to Serious, proposes new conformity budgets, and lays out a strategy to attain the 1997 24-hour PM_{2.5} standards. No final EPA action has been taken on the plan. As a result, the proposed SIP budgets are assumed to be unavailable for use and the 2008 PM_{2.5} Plan conformity budgets are the only budgets applicable at this time.

On January 13, 2015, EPA released its proposed *Approval of San Joaquin Valley Plan and Supplement for the 2006 PM_{2.5} Standard and Proposed Reclassification to Serious for the 2006 PM_{2.5} Standard*. In addition, new transportation conformity budgets for the 2006 primary and secondary 24-hour PM_{2.5} standards are proposed to be approved. At this time, EPA has not finalized the proposed approval of the Plan (including SIP budgets) and reclassification.

On April 15, 2015, EPA classified the San Joaquin Valley as Moderate nonattainment for the 2012 PM_{2.5} Standards. In accordance with Section 93.109(i)(3) of the conformity rule, if a 2012 PM_{2.5} nonattainment area has adequate or approved SIP budgets that address the annual 1997 PM_{2.5} standards, it must use the budget test until new 2012 PM_{2.5} standard budgets are found adequate or approved. When using the budget test, the attainment year must be analyzed (e.g. 2021). In addition, in areas that have approved or adequate budgets for the 1997 annual PM_{2.5} standards, consistency with those budgets must also be determined. The attainment year of 2021 must be modeled.

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 2015. 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. No changes have been made to the latest planning assumptions since the September 17, 2013 IAC call.

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 Stanislaus Council of Governments (StanCOG) uses the CUBE transportation model. The model was validated in 2011 for the 2008 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 STANCOG Conformity Analysis

Assumption	Year and Source of Data (MPO action)	Modeling	Next Scheduled Update
Population	Base Year: 2008 Projections: In January 2013 the StanCOG board adopted Population projections based on “San Joaquin Valley Demographic Forecasts 2010 to 2050,” released by The Planning Center in March 2012.	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 2018.
Employment	Base Year: 2008 Projections: In January 2013 the StanCOG board adopted Employment projections based on “San Joaquin Valley Demographic Forecasts 2010 to 2050,” released by The Planning Center in March 2012.	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	The transportation model was validated in 2013 to the 2008 base year using daily and peak hour traffic counts.	CUBE was validated using these traffic counts.	All readily available counts are included in each model update
Vehicle Miles of Travel	The StanCOG policy Board is anticipated to accept the 2013 transportation model validation for the 2008 base year in June 2014.	CUBE is the transportation model used to estimate VMT in Stanislaus 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	<p>The 2013 transportation model validation was based on survey data on peak and off-peak highway speeds collected in 2008.</p> <p>Speed distributions were updated in EMFAC2011, using methodology approved by ARB and with information from the transportation model.</p>	<p>CUBE. The transportation model includes a feedback loop that assures congested speeds are consistent with travel speeds.</p> <p>EMFAC2011</p>	Speed studies will be included in each model when available
Vehicle Registrations	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	EMFAC2014
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:

The forecasts used for the StanCOG Regional Transportation Plan/Sustainable Communities Strategy were from the *San Joaquin Valley Demographic Forecasts: 2010 to 2050* prepared by The Planning Center, March 2012. The forecast was part of a San Joaquin Valley demographic study commissioned by the eight metropolitan planning organizations (MPOs) of the valley, in an effort to obtain recently-prepared projections.

This study includes three primary forecasts of population, households and housing units. Other projections developed by The Planning Center, e.g., age distribution, average household size, household income, household type, race/ethnicity, are derived from the three primary forecasts. The Planning Center forecasts are based on several different projections including household trend, total housing unit trend, housing construction trend, employment trend, cohort-component model, population trend, average household size trend, and household income trend. The least-squares linear curve forms the basis for all projections because the forecasts are long-term and curve-fitting techniques (e.g., parabolic curve, logistic curve) do not provide reasonable long-term results. Three measures evaluate the adequacy of each projection: mean absolute percentage error (MAPE), F-test, and t-test.

The population forecast is included in Table 2-2.

EMPLOYMENT FORECAST

Employment was forecast by The Planning Center using the at-place employment data by sector from the State of California Employment Development Department. The model constructs a least-squares line for each economic sector and sums the results to generate a projection for total employment in the County.

The resulting employment forecast is included in Table 2-2.

Land use and socioeconomic data at the Traffic Analysis Zone level are used for determining trip generation in the traffic model. Population and employment projections at the countywide, jurisdictional, and TAZ level were developed based on historical growth rates, recent development activity, current entitlements and a consensus process utilizing input from the local jurisdictions as well as the Valley Vision Stanislaus Steering 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 traffic analysis zones (TAZs). In addition the model roadway networks include thousands of nodes and links. Link types include freeway, freeway ramp, other State route, expressway, arterial, collector, and local collector. Current and future-year road networks were developed considering local agency circulation elements of their general plans, traffic impact studies, capital improvement programs, and the State Transportation Improvement Program. The models use equilibrium, a capacity sensitive assignment methodology, and the data from the model for the emission estimates differentiates between peak and off-peak volumes and speeds. In addition, the model is reasonably sensitive to

changes in time and other factors affecting travel choices. The results from model validation/calibration were analyzed for reasonableness and compared to historical trends.

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

StanCOG completed the update of its traffic model to Citilabs Cube modeling software and revalidation to a new base year of 2008 in 2013. The StanCOG regional traffic model is a four-step mode choice traffic model. It uses land use, socioeconomic, and road network data to estimate facility-specific roadway traffic volumes. The study area for the StanCOG model covers all of San Joaquin, Stanislaus, and Merced Counties. The model region is divided up into approximately 6540 traffic analysis zones. 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 travel demand model estimates travel demand and traffic volumes for the A.M. three-hour peak period, P.M. three-hour peak period, and mid-day, and evening. Daily forecasts are calculated by summing the A.M. and P.M. three-hour peak periods with the mid-day and evening period. The model also generates traffic forecasts for the A.M. peak hour and the P.M. peak hour.

Land use and socioeconomic data at the Traffic Analysis Zone level are used for determining trip generation in the traffic model. Population and employment projections at the countywide, jurisdictional, and TAZ level were developed based on historical growth rates, recent development activity, current entitlements and a consensus process utilizing input from the local jurisdictions as well as the Valley Vision Stanislaus Steering Committee.

The Estimated Vehicle Miles Traveled in the 2008 validated base year calibrated to 0.96 percent of the estimate in the 2008 Highway Performance Monitoring System report for Stanislaus County.

TRAFFIC COUNTS

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

Supporting Documentation:

The StanCOG Model was validated to 2008 using available 2008 counts. Over 1100 counts were used.

Data from the 2001 California Household Travel Study (CHTS) were also used to validate the Three County Model.

The Estimated Vehicle Miles Traveled in the 2008 validated base year calibrated to 0.96 percent of the estimate in the 2008 Highway Performance Monitoring System report for Stanislaus County.

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 StanCOG 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 StanCOG Model is based on the latest available assumptions on transit fares for all transit operators in the model region and auto ownership costs

Please see Chapter 6 and Appendix K of the 2014 RTP for each local transit operator's accomplishments and proposed actions.

The mode choice model uses a multinomial logit formulation, which assigns the probability of using a particular travel mode based on attractiveness measure for that mode in relation to the sum of the attractiveness of the other mode. The model predicts the following seven modes:

1. Drive Alone
2. 2-Person vehicle
3. 3+-Person vehicle
4. Walk to Transit
5. Drive to Transit
6. Walk
7. Bike

Daily transit trips are assigned to the transit network. Transit trips are assigned to the single best path based on in-vehicle time plus weighted out-of- vehicle times. The transit trips are assigned in four groups:

1. Peak period (A.M. plus P.M.), walk access
2. Peak period (A.M. plus P.M.), drive access
3. Off-peak, walk access
4. Off-peak, drive access

The peak period transit trips represent trips occurring during the A.M. three- hour peak period plus the P.M. three hour peak period. Peak period transit trips are assigned to the peak transit service (peak period headways) with travel times based on the congested speeds from the A.M. peak period traffic assignment. Off-peak transit trips represent trips during the remaining 18 hours and are assigned to the off-peak transit service (off-peak headways) with travel times based on the congested road speeds from the off-peak traffic assignment.

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:

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 StanCOG Model was validated by comparing its estimates of base year traffic conditions with base year traffic counts. The base year validations meet standard criteria for replicating total traffic volumes on various road types and for percent error on links. The base year validation also meets standard criteria for percent error relative to traffic counts on groups of roads (screen-lines) throughout each county. The validated 2008 StanCOG Model estimate of total Vehicle Miles Traveled (VMT) was within 3 percent of the estimate of the VMT from the 2008 Highway Performance Monitoring System

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 Stanislaus Council of Governments transportation modeling area for each scenario in the Conformity Analysis is presented in Table 2-2.

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

Horizon Year	Total Population (thousands)	Employment (thousands)	Average Weekday VMT (millions)	Total Lane Miles
2017	568.7	176.6	11.3	N/A
2020	594.2	184.3	11.8	4,883
2021	603.0	187.0	12.1	N/A
2023	619.6	192.0	12.6	N/A
2025	636.6	197.1	12.8	4,978
2031	688.0	213.0	13.9	N/A
2035	721.6	222.9	14.8	5,031
2040	764.1	235.8	15.7	5,031

D. VEHICLE REGISTRATIONS

STANCOG 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.

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
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.

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

EPA and FHWA have indicated that areas violating both the annual and 24-hour standards for PM_{2.5} must address all standards in the conformity determination. The San Joaquin Valley currently violates both the 1997 and 2012 annual PM_{2.5} standards and the 2006 24-hour PM_{2.5} standards; thus the conformity determination includes all three analyses.

The following PM_{2.5} approach addresses the 1997 annual, the 2012 annual, and the 2006 24-hour standards:

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 – 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. 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. 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.

2012 Standard – EPA’s nonattainment area designations for the 2012 PM_{2.5} standard became effective on April 15, 2015. Conformity applies one year after the effective date (April 15, 2016). In accordance with Section 93.109(i)(3) of the federal transportation conformity rule, if a 2012 PM_{2.5} area has adequate or approved SIP budgets that address the annual 1997 standards, it must use the budget test until new 2012 PM_{2.5} standard budgets are found adequate or approved. It is important to note that the 2012 annual PM_{2.5} nonattainment area boundary for the San Joaquin Valley is exactly the same as the nonattainment area boundary for the 1997 and 2006 standards.

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 Conformity EMFAC Spreadsheet
- 2015 Conformity Paved Road Spreadsheet
- 2015 Conformity Unpaved Road Dust Spreadsheet
- 2015 Conformity Construction Spreadsheet

- 2015 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 CARBON MONOXIDE

The 2004 Revision to the California State Implementation Plan for Carbon Monoxide was approved by EPA on November 30, 2005 (effective January 30, 2006). However, the Plan does not include TCMs for the San Joaquin Valley.

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 2015 FTIP and 2014 RTP as amended. This documentation has been updated as part of this Conformity Analysis. A summary of this information is provided in Appendix D.

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

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

D. TCM FINDINGS FOR THE TIP AND REGIONAL TRANSPORTATION PLAN

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

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

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

In May 2003, the San Joaquin Valley MPO Executive Directors committed to conduct feasibility analyses as part of each new RTP in support of the 2003 PM-10 Plan. This commitment was retained in the 2007 PM-10 Maintenance Plan. In accordance with this commitment, Stanislaus Council of Governments 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. Stanislaus Council of Governments 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, Stanislaus Council of Governments considered priority funding allocations in the 2014 RTPs for PM-10 and NO_x 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

StanCOG and its member jurisdictions consider both short- and long-term PM-10 emission reductions to be a priority. StanCOG conducts a Congestion Mitigation and Air Quality (CMAQ) “Call for Projects” that includes funding for PM-10 projects. These additional projects are included in the FTIP once that process is concluded. Reliable long-term funding estimates for the PM-10 portion of the “Call for Projects” process are not available and therefore, not included in the RTP. Currently, Caltrans incorporates rubberized asphalt as general policy to meet recycled content requirements on high volume state highway facilities. In 2003, Caltrans established a goal of using at least 15 percent rubberized asphalt concrete compared to all flexible pavement by weight; Caltrans has exceeded this goal each year. In 2005, AB 338 was passed and requires

Caltrans to gradually phase in the use of crumb rubber, which is used to make rubberized-asphalt concrete, on state highway construction and repair projects, to the extent feasible. StanCOG will continue to work with member jurisdictions and evaluate the ability to proceed with PM-10 projects as part of the FTIP and RTP.

CHAPTER 5: INTERAGENCY CONSULTATION

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

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

A. INTERAGENCY CONSULTATION

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

On July 15, 2015, a memo describing the approach for the 2015 Conformity Demonstration addressing the 2008 Ozone and 2012 PM2.5 standards was distributed to the IAC for review and comment. This memo included as summary of the requirements and documentation on the

proposed approach including the following: latest planning assumptions and transportation modeling, air quality modeling, transportation control measures, and conformity documentation. No comments were received; concurrence was received from EPA and FHWA on July 22, 2015.

The boilerplate conformity document was distributed for interagency consultation in August 2015. Comments received have been addressed in the response to comments contained in Appendix G and/or in this document as appropriate.

The conformity analysis for the 2015 FTIP and 2014 RTP were developed in consultation with StanCOG's local partner agencies, including member jurisdictions, Caltrans, and local transit agencies. StanCOG received input during the process from many of its committees (Technical Advisory Committee, Policy Advisory Committee, etc.), and held one-on-one meetings with local transit operators.

The 2015 FTIP Amendment #8, 2014 RTP Amendment #1 and the corresponding Conformity Analysis was released on August 31, 2015 for a 30-day public comment period, followed by Board adoption in October 2015. Federal approval is anticipated in December 2015.

B. PUBLIC CONSULTATION

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

All MPOs in the San Joaquin Valley have standard public involvement procedures. The Stanislaus COG adopted consultation process and policy for conformity analysis includes a 30-day comment period followed by a public hearing. 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 for carbon monoxide (CO), 8-hour ozone (ROG and NO_x), PM-10 and PM2.5. 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 CO, ozone (ROG/NO_x), PM-10 (PM-10/NO_x), and PM2.5 (PM2.5/NO_x) respectively, in tons per day for each of the horizon years tested.

For carbon monoxide, the applicable conformity test is the emissions budget test, using the budgets established in the 2004 Revision to the California State Implementation Plan for Carbon Monoxide. The carbon monoxide budgets were approved by EPA for conformity purposes, effective January 30, 2006. The modeling results indicated that the on-road vehicle CO emissions predicted for the “Build” scenario for 2017 are less than the 2010 emissions budgets and 2018, 2025, 2035 and 2040 are less than the 2018 emissions budget. The TIP/RTP therefore satisfy the conformity emissions test for carbon monoxide.

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, 2012. 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 NOx. 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 1997 PM2.5 Standards, the applicable conformity test is the emission budget test, using budgets established in the 2008 PM2.5 Plan. EPA approved the 2008 PM2.5 Plan (as revised in 2011) November 9, 2011 (effective January 9, 2012). The modeling results for all analysis years indicate that the on-road vehicle PM2.5 and NOx emissions predicted for the “Build” scenarios are less than the emissions budget. The TIP/RTP therefore satisfy the conformity emissions test for PM2.5 and nitrogen oxides.

2006 Standard: In accordance with Transportation Conformity Rule PM2.5 and PM10 Amendments published on March 24, 2010 (effective April 23, 2010) 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. For the 2006 PM2.5 standards, the applicable conformity test is the emission budget test, using budgets established in the 2008 PM2.5 Plan (as revised in 2011). EPA approved the 2008 PM2.5 Plan (as revised in 2011) November 9, 2011 (effective January 9, 2012) The modeling results for all analysis years indicate that the on-road vehicle PM2.5 and NOx emissions predicted for the “Build” scenarios are less than the emissions budget. The TIP/RTP therefore satisfy the conformity emissions test for PM2.5 and nitrogen oxides.

2012 Standard: In accordance with Section 93.109(i)(3), areas designated nonattainment for the 2012 PM2.5 standards are required to use existing adequate or approved SIP motor vehicle emissions budgets for a prior annual PM2.5 standard until budgets for the 2012 PM2.5 standards are either found adequate or approved. For the 2012 PM2.5 standards, the applicable conformity test is the emissions budget test, using the 2008 PM2.5 Plan (1997 standard) budgets. EPA approved the 2008 PM2.5 Plan (as revised in 2011) November 9, 2011, effective January 9, 2012. The modeling results for all analysis years indicate that the on-road vehicle PM2.5 and NOx emissions predicted for the “Build” scenarios are less than the emissions budget. The TIP/RTP therefore satisfy the conformity emissions test for PM2.5 and nitrogen oxides.

As all requirements of the Transportation Conformity regulation have been satisfied, a finding of conformity for the Draft 2015 Conformity Analysis addressing 2008 Ozone and 2012 PM2.5 Standards for the 2015 FTIP Amendment #8 and the 2014 RTP Amendment #1 is supported.

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

2014 RTP Conformity Results Summary -- STANISLAUS					
Pollutant	Scenario	Emissions Total		DID YOU PASS?	
Carbon Monoxide		CO (tons/day)		CO	
	2010 Budget	130			
	2017	30		YES	
	2018 Budget	130			
	2018	29		YES	
	2025	21		YES	
	2035	20		YES	
	2040	21		YES	
	Ozone		ROG (tons/day)	NOx (tons/day)	ROG
2017 Budget		5.6	10.6		
2017		3.4	8.5	YES	YES
2020 Budget		5.0	8.4		
2020		3.0	6.9	YES	YES
2023 Budget		4.7	6.4		
2023		2.9	5.4	YES	YES
2031		2.6	5.0	YES	YES
2040		2.7	5.4	YES	YES
PM-10		PM-10 (tons/day)	NOx (tons/day)	PM-10	NOx
	2020 Budget	6.7	10.8		
	2020	3.7	8.2	YES	YES
	2020 Budget	6.7	10.8		
	2025	2.8	4.6	YES	YES
	2020 Budget	6.7	10.8		
	2035	3.0	4.5	YES	YES
	2020 Budget	6.7	10.8		
	2040	3.1	4.8	YES	YES

PM-10	2020		2025		2035		2040	
	PM10	NOx	PM10	NOx	PM10	NOx	PM10	NOx
Total On-Road Exhaust	0.760	8.240	0.850	4.600	1.000	4.490	1.060	4.830
Paved Road Dust	1.308		1.427		1.664		1.777	
Unpaved Road Dust	0.272		0.272		0.272		0.272	
Road Construction Dust	1.364		0.283		0.079		0.000	
Total	3.704	8.240	2.831	4.600	3.015	4.490	3.108	4.830

		PM2.5 (tons/day)	NOx (tons/day)		PM2.5	NOx
		2014 Budget	0.6		14.6	
1997 PM2.5 24-Hour & Annual Standards, 2006 24-Hour Standard, and 2012 PM2.5 Standards	2017	0.4	9.1		YES	YES
	2014 Budget	0.6	14.6			
	2021	0.4	6.6		YES	YES
	2014 Budget	0.6	14.6			
	2025	0.4	5.6		YES	YES
	2014 Budget	0.6	14.6			
	2035	0.5	5.5		YES	YES
	2014 Budget	0.6	14.6			
	2040	0.5	5.8		YES	YES

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. 9	
§93.104 (b, c)	Document the date that the MPO officially adopted, accepted or approved the TIP/RTP and made a conformity determination. Include a copy of the MPO resolution. Include the date of the last prior conformity finding.	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, p. 27 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 9-15, 23-30, 33-36, 39,41	
§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 10-15 □	
§93.110 (a, b)	Document the use of latest planning assumptions (source and year) at the "time the conformity analysis begins," including current and future population, employment, travel and congestion. Document the use of the most recent available vehicle registration data. Document the date upon which the conformity analysis was begun.	Ch. 2, p. 10-27	
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 18	
§93.110	Document any changes in transit operating policies	Ch. 2, p. 25-	

40 CFR	Criteria	Page	Comments
(c,d,e,f)	and assumed ridership levels since the previous conformity determination. Document the use of the latest transit fares and road and bridge tolls. Document the use of the latest information on the effectiveness of TCMs and other SIP measures that have been implemented. Document the key assumptions and show that they were agreed to through Interagency and public consultation.	26	
§93.111	Document the use of the latest emissions model approved by EPA.	Ch. 3 p. 30	
§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 42-43	
§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 38-39	
§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 46-47	
§93.118 (b)	Document for which years consistency with motor vehicle emissions budgets must be shown.	Ch. 1 16	
§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 46-47	
§93.119 ^l	<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. 1 10-17	
§93.119 (g)	Document the use of the appropriate analysis years in the regional emissions analysis for areas without applicable SIP budgets.	Ch. 1 16	
§93.119 (h,i)	Document how the baseline and action scenarios are defined for each analysis year.	Ch. 3 p.30	

40 CFR	Criteria	Page	Comments
§93.122 (a)(1)	Document that all regionally significant federal and non-Federal projects in the nonattainment/maintenance area are explicitly modeled in the regional emissions analysis. For each project, identify by which analysis it will be open to traffic. Document that VMT for non-regionally significant Federal projects is accounted for in the regional emissions analysis	Ch. 2 p.26, App B	
§93.122 (a)(2, 3)	Document that only emission reduction credits from TCMs on schedule have been included, or that partial credit has been taken for partially implemented TCMs. Document that the regional emissions analysis only includes emissions credit for projects, programs, or activities that require regulatory action if: the regulatory action has been adopted; the project, program, activity or a written commitment is included in the SIP; EPA has approved an opt-in to the program, EPA has promulgated the program, or the Clean Air Act requires the program (indicate applicable date). Discuss the implementation status of these programs and the associated emissions credit for each analysis year.	Ch. 4 p. 36	
§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 22	
§93.122 (b)(1)(ii) ²	Document the land use, population, employment, and other network-based travel model assumptions.	Ch. 2 22	
§93.122 (b)(1)(iii) ²	Document how land use development scenarios are consistent with future transportation system alternatives, and the reasonable distribution of employment and residences for each alternative.	Ch. 2 22	
§93.122 (b)(1)(iv) ²	Document use of capacity sensitive assignment methodology and emissions estimates based on a methodology that differentiates between peak and off-peak volumes and speeds, and bases speeds on final assigned volumes.	Ch. 2 23	
§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 23	
§93.122 (b)(1)(vi) ²	Document how travel models are reasonably sensitive to changes in time, cost, and other factors	Ch. 2 22	

40 CFR	Criteria	Page	Comments
	affecting travel choices.		
§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 22	
§93.122 (b)(3) ²	Document the use of HPMS, or a locally developed count-based program or procedures that have been chosen through the consultation process, to reconcile and calibrate the network-based travel model estimates of VMT.	Ch. 2 22	
§93.122 (d)	In areas not subject to §93.122(b), document the continued use of modeling techniques or the use of appropriate alternative techniques to estimate vehicle miles traveled	Ch. 2 22	
§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 28-29	
§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, p. 26 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

Regionally Significant Project Listing

Jurisdiction/Agency	TIP/RTP Project ID	CTIPs Project ID (if available)	Description			Estimated Cost											
			Facility Name/Route	Type of Improvement	Project Limits		2017	2020	2021	2023	2025	2031	2035	2040			
Regional	RE01		SR-132	Construct a 4 lane expressway from SR-99 to Dakota Ave. Construct full I/C at SR-132W & SR-99, including improved intersections on SR-132/E/D St., construct extensions of 5th and 6th St. couplets (Maze Blvd to SR-132E/D, and construct a full SR-132 E I/C)	SR-132 Connectivity to SR-99	\$335,009,300									X	X	X
Regional	ST03		SR-99	Construct Auxillary Lane	Pelandale Ave to Standiford Ave	\$8,811,300						X	X	X	X		
Regional	ST04		SR-99	Construct Auxillary Lane	Standiford Ave to Carpenter Ave	\$11,748,300						X	X	X	X		
Regional	ST05		SR-99	Construct Auxillary Lane	Carpenter Ave to Kansas Ave	\$11,748,300						X	X	X	X		
Regional	ST06		SR-99	Construct Auxillary Lane	Kansas Ave to Maze Blvd	\$4,405,700						X	X	X	X		
Regional	ST07		SR-99	Construct Auxillary Lane	Tuolumne Rd To Crows Landing Rd	\$4,405,700						X	X	X	X		
Regional	ST08		SR-99	Construct Auxillary Lane	Hatch Rd to Whitmore Ave	\$5,874,200						X	X	X	X		
Regional	ST09		SR-99	Construct Auxillary Lane	Whitmore Rd to Service Rd	\$5,874,200						X	X	X	X		
Regional	RE02		SR-99	Construct Auxillary Lane	Keyes Rd to Taylor Rd	\$6,226,600						X	X	X	X		
Regional	RE03		SR-99	Construct Auxillary Lane	Taylor Rd to Monte Vista Ave	\$6,520,300						X	X	X	X		
Regional	RE04		SR-99	Construct Auxillary Lane	Monte Vista Ave to Fulkerth Rd	\$6,461,600						X	X	X	X		
Regional	RE05		SR-99	Construct Auxillary Lane	Fulkerth Rd to West Main Ave	\$6,402,900						X	X	X	X		
Regional	ST14		SR-99	Construct Auxillary Lane	West Main Ave to Lander Ave (SR-165)	\$11,748,300						X	X	X	X		
Regional	ST02		SR-99	Widen 6 to 8 lanes	Mitchell Rd to Hatch Rd	\$263,877,200							X	X	X		
Regional	ST03		SR-99	Widen 6 to 8 lanes	Hatch Rd to Tuolumne Rd	\$144,706,900							X	X	X		
Regional	ST04		SR-99	Widen 6 to 8 lanes	Tuolumne Rd to Kansas Ave	\$170,243,400							X	X	X		
Regional	ST05		SR-99	Widen 6 to 8 lanes	Kansas Ave to Carpenter Rd	\$102,146,000							X	X	X		
Regional	ST06		SR-99	Widen 6 to 8 lanes	Carpenter Rd to San Joaquin County Line	\$124,277,700							X	X	X		
Ceres	C09		Morgan Rd	Widen from 2 to 4 lanes	7th St to Grayson Rd	\$938,700		X	X	X	X	X	X	X	X		
Ceres	C10		Whitmore Ave	Widen from 2 to 4 lanes	Mitchell Rd to Faith Home	\$1,072,500		X	X	X	X	X	X	X	X		
Ceres	C12		Whitmore Ave	Widen from 2 to 4 lanes	Ustick Rd to Blaker Rd	\$1,621,200			X	X	X	X	X	X	X		
Ceres	C15		Central Ave	Widen from 2 to 4 lanes	Hatch Rd to Grayson Rd	\$8,361,100						X	X	X	X		
Ceres	C16		Mitchell Rd	Widen to 6 lanes	River Rd to Service Rd	\$9,146,800						X	X	X	X		
Ceres	C31		Crows Landing Rd	Widen from 2 to 4 lanes	Service Rd to Grayson Rd	\$2,980,100									X	X	
Ceres	C35		Grayson Rd	Widen from 2 to 4 lanes	Ustick Rd to Central Ave	\$2,889,600											X
Ceres	C55		Whitmore Ave	Widening	Blaker Rd to Fiesta Way	\$578,100		X	X	X	X	X	X	X	X		
Ceres	C56		Mitchell Rd	Widening	Service Rd to Rhode Rd	\$24,600		X	X	X	X	X	X	X	X		
Hughson	H02		Locust St	Add 2nd lane to a 2-lane Minor Collector	Orchard Lane to Euclid Ave	\$424,200							X	X	X	X	
Hughson	H03		7th St	Improve to 2-lane Major Collector	Whitmore Ave to Santa Fe Ave	\$2,288,100								X	X	X	
Hughson	H04		Tully Rd	Improvements to 2-lane Arterial	Santa Fe Ave to Whitmore Ave	\$425,300	X	X	X	X	X	X	X	X	X	X	

Regionally Significant Project Listing

Jurisdiction/Agency	TIP/RTP Project ID	CTIPs Project ID (if available)	Description			Estimated Cost									
			Facility Name/Route	Type of Improvement	Project Limits		2017	2020	2021	2023	2025	2031	2035	2040	
Modesto	M01		SR-132 West	Construct a new 4 lane expressway from SR-99 to Dakota Ave (Phase 1A of the SR-132 Connectivity to SR-99 Project- Reference: 2014 RTP Project ID - RE 01).	State Route 99 to Dakota Ave	\$59,084,900		X	X	X	X	X	X	X	X
Modesto	M02		SR-99	Widen from 6 to 8 lanes	Kiernan Avenue (SR-219) to SR-132	\$50,670,900		X	X	X	X	X	X	X	X
Modesto	M04		Briggsmore Ave	Widen from 4 to 6 lanes	Tully Rd to Oakdale Rd	\$31,669,300		X	X	X	X	X	X	X	X
Modesto	M07		Claratina Ave	Widen from 2 to 6-lane Expressway	McHenry Ave to Coffee Rd	\$16,391,000	X	X	X	X	X	X	X	X	X
Modesto	M08		Crows Landing Rd	Widen from 2 to 4 lanes	SR-99 to 7th St	\$7,342,700					X	X	X	X	
Modesto	M09		Dale Rd	Widen from 4 to 6 lanes	Pelandale Ave to Kiernan Ave	\$7,600,700		X	X	X	X	X	X	X	
Modesto	M10		Dale Rd	Widen from 4 to 6 lanes	Pelandale Ave to Standiford Ave	\$3,800,400		X	X	X	X	X	X	X	
Modesto	M12		Oakdale Rd	Widen from 2 to 6 lanes	Sylvan Ave to Claratina Ave	\$7,600,700		X	X	X	X	X	X	X	
Modesto	M13		Roselle Ave	Widen from 2 to 4 lanes	Sylvan Ave to Claratina Rd	\$8,867,400		X	X	X	X	X	X	X	
Modesto	M15		SR-99	PE and ROW (reconstruction to 8-lane Interchange) Phase I	SR-99 & Briggsmore Interchange	\$12,667,800		X	X	X	X	X	X	X	
Modesto	M16		SR-99	Reconstruct to 8-lane Interchange Phase II	SR-99 & Briggsmore Interchange	\$98,679,400							X	X	
Modesto	M17		SR-99	Reconstruct to 8-lane Interchange - Phase II	SR-99 & Pelandale Interchange	\$5,835,000	X	X	X	X	X	X	X	X	
Newman	N01		SR-33	Install 4 Lane Arterial Roadway Improvements	Yolo St to Sherman Pkwy	\$4,753,100	X	X	X	X	X	X	X	X	
Newman	N02		SR-33	Install 4 Lane Arterial Roadway Improvements	Sherman Pkwy to Stuhr Road	\$4,298,600	X	X	X	X	X	X	X	X	
Newman	N03		Stuhr Road	Install 4 Lane Arterial Roadway Improvements	CCID Canal to Highway 33	\$8,117,200	X	X	X	X	X	X	X	X	
Newman	N04		SR-33	Install 4 Lane Arterial Roadway Improvements	Yolo Avenue to Inyo Avenue	\$3,689,700	X	X	X	X	X	X	X	X	
Oakdale	O02		F St	Widen Roadway to 5-lanes	Maag Ave to Stearns Rd	\$4,152,800				X	X	X	X	X	
Oakdale	O04		Crane Road	Widen Roadway to 4-lanes	North Crane to F St	\$8,997,600				X	X	X	X	X	
Oakdale	O08		Sierra Rd	Widen Roadways to 4-lanes	5th St to Stearns Rd	\$4,844,900				X	X	X	X	X	
Oakdale	O09		South Yosemite Avenue	Widen northbound roadway to 2-lane road	H Street to J Street	\$819,600	X	X	X	X	X	X	X	X	
Oakdale	O10		Stearns Rd	Widen Roadway to 4-lanes	A St to F St	\$2,076,400				X	X	X	X	X	
Oakdale	O11		Stearns Rd	Widen Roadway to 4-lanes	F St to Sierra Rd	\$2,768,500				X	X	X	X	X	
Patterson	P01		Sperry Ave	Widen to 4-lanes	Ward Ave to Rogers Road	\$11,255,100	X	X	X	X	X	X	X	X	
Patterson	P02		Sperry Ave Interchange	Signal and Off-Ramp Improvements at interchange. Widen Sperry Ave to 4 Lanes between Rogers Road and I-5.	I-5 to Rogers Road	\$17,505,100	X	X	X	X	X	X	X	X	
Riverbank	R03		SR-108	Widen roadway from 2-4 lanes	Jackson to BNSF Tracks	\$4,845,600				X	X	X	X	X	
Riverbank	R06		Claus Road	Widen roadway from 2-4 lanes	California to Claribel	\$1,895,700		X	X	X	X	X	X	X	
Turlock	T02		Fulkerth Rd	Widen from 2-lane to 4-lane Arterial with Class II bike facility and transit	Tegner Rd to Dianne Dr	\$580,400		X	X	X	X	X	X	X	

Regionally Significant Project Listing

Jurisdiction/Agency	TIP/RTP Project ID	CTIPs Project ID (if available)	Description			Estimated Cost									
			Facility Name/Route	Type of Improvement	Project Limits		2017	2020	2021	2023	2025	2031	2035	2040	
Turlock	T04		Fulkerth Rd	Widen from 2-lane to 4-lane Arterial with Class II bike facility	Washington Rd to Tegner Rd	\$3,419,800		X	X	X	X	X	X	X	X
Turlock	T05		Washington Rd	Widen from 2-lane to 4-lane Arterial with Class II bike facility and transit	Linwood Ave to Fulkerth Rd	\$2,176,400					X	X	X	X	
Turlock	T06		Tegner Rd	Construct new 2-lane Industrial Collector with Class II bike facility	Linwood Ave to W. Main St	\$434,600		X	X	X	X	X	X	X	X
Turlock	T07		W. Canal Dr	Construct new 2-lane Collector with Class I bike facility	SR-99 to Tegner Rd	\$2,065,400	X	X	X	X	X	X	X	X	X
Turlock	T08		N. Olive Ave	Widen from 2-lane to 4-lane Arterial with Class II bike facility	Tuolumne Rd to Tornell Rd	\$757,600		X	X	X	X	X	X	X	X
Turlock	T09		N. Olive Ave	Widen from 2-lane to 4-lane Arterial with Class II bike facility and transit	Canal Dr to Wayside Rd	\$852,600		X	X	X	X	X	X	X	X
Turlock	T10		N. Olive Ave	Widen from 2-lane to 4-lane Arterial with Class II bike facility and transit	Wayside Dr to North Ave	\$888,100		X	X	X	X	X	X	X	X
Turlock	T11		W. Linwood Ave	Widen from 2-lane to 3-lane Collector with Class II bike facility and transit (West Ave. South to Lander)	Walnut Rd to Lander Ave	\$615,700		X	X	X	X	X	X	X	X
Turlock	T12		W. Linwood Ave	Widen from 2-lane to 3-lane Collector with Class II bike facility	Walnut Rd to Washington Rd	\$4,207,400					X	X	X	X	
Turlock	T13		W. Canal Dr	Construct new 2-lane Collector with Class I bike facility	Washington Rd to Kilroy Rd	\$2,507,600		X	X	X	X	X	X	X	X
Turlock	T14		East Ave	Widen from 2-lane to 4-lane Arterial with Class III bike facility from Minaret to S. Berkeley/Class II from S. Berkeley to Daubenberger and transit from Oak to S. Johnson	Golden State Blvd to Daubenberger Rd	\$5,958,600							X	X	X
Turlock	T15		Golden State Blvd	Complete 6-lane Boulevard with Class II bike facility and transit from Christoffersen to Monte Vista	Taylor Rd to Monte Vista Ave	\$3,310,100		X	X	X	X	X	X	X	X
Turlock	T16		Golden State Blvd	Complete 6-lane Boulevard with Class II bike facility	Monte Vista Ave to Fulkerth Rd	\$2,869,300		X	X	X	X	X	X	X	X
Turlock	T19		Tegner Rd	Construct new 2-lane Industrial Collector	Fulkerth Rd to north of Pedretti Park	\$995,700		X	X	X	X	X	X	X	X
Turlock	T20		Taylor Rd	Widen from 2-lane to 4-lane Collector with Class II bike facility	Tegner Rd to Golden State Blvd	\$505,500		X	X	X	X	X	X	X	X
Turlock	T22		Taylor Rd	Widen from 2-lane to 4-lane Arterial with Class II bike facility	Golden State Blvd to SR-99	\$139,600					X	X	X	X	
Turlock	T23		Tegner Rd	Construct new 2-lane Industrial Collector with Class II bike facility	W. Main St to Fulkerth Rd	\$2,795,800		X	X	X	X	X	X	X	X

Regionally Significant Project Listing

Jurisdiction/Agency	TIP/RTP Project ID	CTIPs Project ID (if available)	Description			Estimated Cost									
			Facility Name/Route	Type of Improvement	Project Limits		2017	2020	2021	2023	2025	2031	2035	2040	
Turlock	T29		Washington Rd	Construct 4-lane Expressway with Class II bike facility and transit	Fulkerth Rd to Monte Vista Ave	\$2,674,000						X	X	X	X
Turlock	T30		Golden State Blvd	Widen Intersection from 2 to 4 lanes with bike improvements	Golden State Blvd & Taylor Rd	\$2,690,400						X	X	X	X
Stanislaus County	SC03		North County Corridor	Construct 2-6 Lane Expressway	Tully Rd to SR 120/108	\$380,031,100		X	X	X	X	X	X	X	X
Stanislaus County	SC07		Geer-Albers	Widen to 3-lanes 5 lanes	Milnes to Claribel	\$4,111,900				X	X	X	X	X	X
Stanislaus County	SC08		McHenry Ave	Widen to 5 lanes	Ladd Rd to Hogue Rd	\$5,349,600		X	X	X	X	X	X	X	X
Stanislaus County	SC15		Seventh St	Seismic Bridge Replacement; 4 lane bridge with pedestrian access	Seventh St @ Tuolumne River Bridge	\$35,666,400	X	X	X	X	X	X	X	X	X
Stanislaus County	SC20		Claribel Rd	Widen to 5 lanes	McHenry Ave to Oakdale Rd	\$15,875,400	X	X	X	X	X	X	X	X	X
Stanislaus County	SC39		Carpenter Rd	Widen to 3 lanes	Whitmore Ave to Keyes Rd	\$5,534,500	X	X	X	X	X	X	X	X	X
Stanislaus County	SC40		Carpenter Rd	Widen to 3 lanes	Keyes Rd to Monte Vista Ave	\$3,783,900		X	X	X	X	X	X	X	X
Stanislaus County	SC41		Carpenter Rd	Widen to 3 lanes	Monte Vista Ave to W. Main St	\$3,737,500		X	X	X	X	X	X	X	X
Stanislaus County	SC42		Claus Rd	Widen to 3 lanes	Terminal Ave to Claribel Rd	\$2,648,600					X	X	X	X	X
Stanislaus County	SC43		Crows Landing Rd	Widen to 3 lanes	Keyes Rd to Monte Vista Ave	\$2,459,800	X	X	X	X	X	X	X	X	X
Stanislaus County	SC44		Crows Landing Rd	Widen to 3 lanes	Monte Vista Ave to W. Main St	\$2,459,800	X	X	X	X	X	X	X	X	X
Stanislaus County	SC45		Crows Landing Rd	Widen to 3 lanes	W. Main St to Harding Rd	\$2,533,600	X	X	X	X	X	X	X	X	X
Stanislaus County	SC46		Crows Landing Rd	Widen to 3 lanes	Harding Rd to Carpenter Rd	\$3,091,100		X	X	X	X	X	X	X	X
Stanislaus County	SC47		Crows Landing Rd	Widen to 3 lanes	Carpenter Rd to River Rd/ Marshall Rd	\$1,425,800				X	X	X	X	X	X
Stanislaus County	SC48		Crows Landing Rd	Widen to 3 lanes	River Rd/Marshall Rd to SR-33	\$15,112,300					X	X	X	X	X
Stanislaus County	SC49		Geer-Albers	Widen to 3 lanes	Taylor Rd to Santa Fe Ave	\$4,550,600	X	X	X	X	X	X	X	X	X
Stanislaus County	SC50		Geer-Albers	Widen to 3 lanes	Santa Fe Ave to Hatch Rd	\$3,927,000	X	X	X	X	X	X	X	X	X
Stanislaus County	SC51		Geer-Albers	Widen to 3 lanes	Hatch Rd to Geer Rd	\$3,628,600		X	X	X	X	X	X	X	X
Stanislaus County	SC52		Geer-Albers	Widen to 3 lanes	SR-132 to Milnes Rd	\$10,696,400						X	X	X	X
Stanislaus County	SC53		McHenry Ave	Widen to 5-lanes	Hogue Rd to San Joaquin County Line	\$8,891,600	X	X	X	X	X	X	X	X	X
Stanislaus County	SC54		Santa Fe Ave	Widen to 3 lanes	Keyes Rd to Geer Rd	\$4,405,700				X	X	X	X	X	X
Stanislaus County	SC55		Santa Fe Ave	Widen to 3 lanes	Geer Rd to Hatch Rd	\$3,116,000					X	X	X	X	X
Stanislaus County	SC56		Santa Fe Ave	Widen to 3 lanes	Hatch to Tuolumne River	\$2,809,900						X	X	X	X
Stanislaus County	SC57		W. Main St	Widen to 3 lanes	San Joaquin River to Carpenter Rd	\$5,398,600		X	X	X	X	X	X	X	X
Stanislaus County	SC58		W. Main St	Widen to 3 lanes	Carpenter Rd to Crows Landing Rd	\$3,443,700	X	X	X	X	X	X	X	X	X
Stanislaus County	SC59		W. Main St	Widen to 3 lanes	Crows Landing Rd to Mitchell Rd	\$5,288,500	X	X	X	X	X	X	X	X	X
Stanislaus County	SC60		W. Main St	Widen to 3 lanes	Mitchell Rd to Washington Rd	\$3,783,900		X	X	X	X	X	X	X	X
Stanislaus County	SC61		SR-219	Widen to 6-lanes	SR-99 to McHenry Ave	\$41,527,100		X	X	X	X	X	X	X	X
	SC62		SR-132 West	Construct new 2-lane alignment on existing Right-of-Way Construct 4-lane divided expressway or freeway	Dakota to Gates	\$55,369,400		X	X	X	X	X	X	X	X
Stanislaus County	SC75		Faith Home Rd	Construct new 4-lane Expressway	Keyes Rd to Faith Home Rd Interchange	\$18,820,300						X	X	X	X
Stanislaus County	SC76		Faith Home Rd	Construct new 4-lane Expressway	Faith Home Rd Interchange to Service Rd including FHRD overcrossing of SR-99	\$19,630,400						X	X	X	X
Stanislaus County	SC77		Faith Home Rd	Construct new 4-lane Expressway	Service Rd to Hatch Rd	\$25,332,600						X	X	X	X
Stanislaus County	SC78		Faith Home Rd	Construct new 4-lane Expressway	Hatch Rd to Garner Viaduct	\$47,798,500						X	X	X	X
Stanislaus County	SC79		Faith Home Rd	Construct new 4-lane Expressway	Garner Rd to SR-132	\$12,463,800						X	X	X	X

Regionally Significant Project Listing

Jurisdiction/Agency	TIP/RTP Project ID	CTIPs Project ID (if available)	Description			Estimated Cost									
			Facility Name/Route	Type of Improvement	Project Limits		2017	2020	2021	2023	2025	2031	2035	2040	
Turlock	T25		SR-99	Construct New Interchange	Lander Ave (SR-165) to S. City Limits	\$35,785,000							X	X	X
Turlock	T26		SR-99	Construct New Interchange	W. Main St	\$19,091,000						X	X	X	X
Turlock	T27		SR-99	Reconstruct existing Interchange	Taylor Rd	\$7,693,700						X	X	X	X
Turlock	T28		SR-99	Construct New Overpass	Tuolumne Rd	\$9,693,400		X	X	X	X	X	X	X	X
					Olive Ave to Berkeley Ave										
Turlock	T03		Monte Vista Ave	Install Median; Add one (1) lane with Class II bike facility		\$1,317,500		X	X	X	X	X	X	X	X
Turlock	T17		N. Kilroy Ave	Construct new Collector	W. Main St to W. Canal Dr	\$743,100						X	X	X	X
Turlock	T18		Tegner Rd	Complete 2-lane Industrial Collector	Monte Vista Ave to Fulkerth Rd	\$674,300	X	X	X	X	X	X	X	X	X
Turlock	T21		S. Kilroy Ave	Construct new Industrial Collector	Spengler Way to W. Linwood Ave	\$934,000						X	X	X	X
Stanislaus County	SC02		SR-99	Interchange Replacement	SR-99 & Hammett Rd	\$95,524,200	X	X	X	X	X	X	X	X	X
Ceres	C08		SR-99	Construct New Interchange - Phase I	Mitchell Rd/Service Rd	\$122,987,400		X	X	X	X	X	X	X	X
Stanislaus County	SC96		Albers	Widen to 5 lanes	Claribel Rd to Warnerville Road	\$3,000,000	X	X	X	X	X	X	X	X	X

Exempt Project Listing

Jurisdiction/Agency	TIP/RTP Project ID	CTIPs Project ID (if available)	Facility Name/Route	Project Description	Project Limits	Estimated Cost	Exemption Code
							(per CTIPs - next sheet)
Regional	RE09			Passenger Rail Station (house Commuter Express rail and, eventually, HSR) and rail line - Construction	Region (Modesto)	\$101,494,500	2.08
Regional	RE10			Construct Passenger Rail Station (Commuter Express rail and, eventually, HSR) and rail line - Construction	Region (Turlock)	\$33,598,000	2.07
Regional	RE11			Regional Rideshare	StanCOG	\$850,000	3.01
Regional	RE12			Mobility Management / Planning, Operations and Capital (as eligible under appropriate FTA grant program)	Various Agencies and Consolidat	\$4,000,000	4.01
Ceres	C36			Operate CDAR and CAT	Ceres Transit Operations	\$61,788,500	2.01
Ceres	C37			Install Bus Rapid Transit improvements and Operate Service (Various Locations)	Ceres Area Transit (CAT)	\$15,000,000	2.03
Ceres	C38			Install new electronic farebox systems in transit buses	Ceres Area Transit (CAT) and Ce	\$133,900	2.05
Ceres	C39			Bus Stop Improvements - Shelters, Benches, Pads, & Litter Receptacles	Various Locations	\$23,800	2.07
Ceres	C40			Bus Stop Improvements - Shelters, Benches, Pads, & Litter Receptacles, and Turnouts	Various Locations	\$280,900	2.07
Ceres	C41			Bus Stop Improvements - Shelters, Benches, Pads, & Litter Receptacles, and Turnouts	Various Locations	\$399,000	2.07
Ceres	C42			Transit Plan - Study for future routes in newly annexed areas, new schools & transit center	Ceres Area Transit (CAT)	\$46,700	4.01
Ceres	C43			Purchase CNG Transit Bus (1)	Ceres Dial-A-Ride (CDAR)	\$154,500	2.1
Ceres	C44			Purchase CNG Transit Bus (1)	Ceres Area Transit (CAT)	\$170,000	2.1
Ceres	C45			Purchase CNG Transit Buses (3)	Ceres Area Transit (CAT)	\$671,600	2.1
Ceres	C46			Purchase Two Low Floor Buses (2)	Ceres Area Transit (CAT)	\$1,865,500	2.1
Modesto	M20			Passenger Rail Station (house Commuter Express rail and, eventually, HSR) - Preliminary Engineering	Downtown	\$5,000,000	4.05
Modesto	M21			Passenger Rail Station (house Commuter Express rail and, eventually, HSR) - Right of Way Acquisition	Downtown	\$11,000,000	4.07
Modesto	M22			Max and Dial-a-Ride Operating Costs (and Federal Match)	MAX	\$451,004,500	2.01
Modesto	M23			Bus Stop Rehab	MAX	\$5,521,300	2.08
Modesto	M24			Capital Cost of Contracting	MAX	\$121,481,900	4.01
Modesto	M25			Construct Transit Bldg/Structure	MAX	\$5,521,300	2.11
Modesto	M26			Operate ADA Paratransit system	MAX	\$1,405,700	2.01
Modesto	M27			Preventative Maintenance	MAX	\$205,525,700	4.01
Modesto	M28			Purchase Buses	MAX	\$74,283,500	2.1
Modesto	M29			Support Equipment/Tools	MAX	\$7,228,400	2.02
Modesto	M30			Training	MAX	\$802,900	2.01
Modesto	M31			Transit Enhancements	MAX	\$4,015,600	2.05
Modesto	M32			Upgrade fareboxes & Tech Improvements	MAX	\$5,521,300	2.05
Modesto	M33			Install Bus Rapid Transit improvements and Operate Service (Various Locations)	MAX	\$41,435,500	2.01
Modesto	M34			Rideshare Program, City of Modesto	MAX	\$352,000	3.01
Turlock	T32			Various Construct Projects	BLAST	\$6,567,400	2.06
Turlock	T33			Capital Purchases (Busses, Bus Stop and Station Improvements, Support Equipment, etc.)	BLAST	\$17,684,600	2.1
Turlock	T34			Federally Mandated Training and Education	BLAST	\$279,100	4.01
Turlock	T35			Maintenance on Vehicles and Facilities	BLAST	\$3,534,700	2.11
Turlock	T36			Transit Enhancements	BLAST	\$744,200	2.03
Turlock	T37			Upgrade to Fareboxes, AVL systems, Computer Systems and other Technology Improvements	BLAST	\$744,200	2.05
Turlock	T38			Operating Costs	BLAST	\$29,703,400	2.01
Turlock	T39			Improvements to reduce transit headways	BLAST	\$20,000,000	4.12
Stanislaus County	SC80			Various construction projects	StaRT	\$16,900,000	2.11
Stanislaus County	SC81			Transit Bus Replacement Program	StaRT	\$36,630,594	2.1
Stanislaus County	SC82			Capital Projects (Expansion Buses, Electronic Fareboxes, Security Camera Systems, Transit amenities and facilities)	StaRT	\$19,500,000	2.05
Stanislaus County	SC83			Install and implement Intelligent Transportation Systems	StaRT	\$18,200,000	4.12
Stanislaus County	SC84			Operating Costs	StaRT	\$108,442,425	2.01
Stanislaus County	SC85			Implement and Operate Commuter and Express Bus Services	StaRT	\$25,000,000	2.01
Stanislaus County	SC86			Transit Fare Subsidy (TFS) Program - StaRT Employee Ride Program	StaRT	\$327,000	3.01
Ceres	C47		Mitchell Rd	Mitchell Rd Bike/Ped Project - Phase I	TID Lateral from Hatch Rd to Fowler Rd	\$346,000	3.02
Ceres	C48		Mitchell Rd	Mitchell Rd Bike/Ped Project - Phase II	TID Lateral from Fowler Rd to Whitmore Ave	\$387,500	3.02
Ceres	C49		Mitchell Rd	Mitchell Rd Bike/Ped Project - Phase III	TID Lateral From Whitmore Ave to Roeding Rd	\$377,400	3.02

Exempt Project Listing

Jurisdiction/Agency	TIP/RTP Project ID	CTIPs Project ID (if available)	Facility Name/Route	Project Description	Project Limits	Estimated Cost	Exemption Code
Ceres	C50		Mitchell Rd	Mitchell Rd Bike/Ped Project - Phase IV	TID Lateral from Roeding Rd to Service Rd	\$415,600	3.02
Ceres	C51		Mitchell Rd	Mitchell Rd Bike/Ped Project - Phase V	Service Rd to Southern City Limits	\$347,200	3.02
Ceres	C52		El Camino Ave	Signage/Striping	Whitmore Ave to Service Rd	\$8,000	1.11
Ceres	C53		Herndon Rd	Signage/Striping or widening	Joyce Rd to Whitmore Ave	\$17,300	1.11
Ceres	C54		Joyce Rd	Signage/Striping	Bystrum Rd to Herndon Rd	\$6,200	1.11
Ceres	C57		Hatch Rd	Hatch Rd TID Bike/Ped Project - Phase IV	East Gate Blvd. to Faith Home Rd	\$356,500	3.02
Ceres	C58		Mitchell Rd	Signage/Striping	Service Rd to Hatch Rd	\$14,300	1.11
Ceres	C59		Whitmore Ave	Signage/Striping	Mitchell Rd to Blaker Rd	\$10,700	1.11
Ceres	C60		Whitmore Ave	Signage/Striping or widening	300' w/o Morgan Rd to Crows Landing Rd	\$114,100	1.11
Ceres	C61		Roeding Rd	Signage/Striping	Ceres Main Canal to 6th St	\$5,800	1.11
Ceres	C62		Various Locations	Misc. Bike/Pedestrian Facility Projects	Various Locations	\$2,958,100	3.02
Ceres	C63		Mitchell Rd	Signage/Striping or widening	Hatch Rd to Tenaya Rd	\$364,100	1.11
Ceres	C64		Rhode Drive	Signage/Striping	Mitchell Rd to Esmar Rd	\$5,800	1.11
Ceres	C65		Rhode Drive	Signage/Striping or widening	Esmar Rd to Nunes Rd	\$153,300	1.11
Ceres	C66		Hatch Rd	Construct Bike/Ped Facility (3 phase project)	Morgan Rd to Herndon Rd	\$2,221,300	3.02
Ceres	C67		TID Lateral #2	Bicycle/Pedestrian Facility	Ustick Rd to Mitchell Rd	\$4,553,700	3.02
Ceres	C68		Ceres Main Canal	Bicycle/Pedestrian Facility	Hatch to Tuolumne River	\$666,400	3.02
Hughson	H08		Various Locations	Construct Class I, Class II, Class III Bikeway Improvements (Per Master Plan)	Various Locations	\$1,981,300	3.02
Hughson	H09		Hatch Rd	Construct Class I Bike Path	Santa Fe Ave to Geer Rd	\$783,000	3.02
Hughson	H10		Various Locations	Sidewalk In-Fill and Streetscape Improvements (ADA)	Various Locations	\$192,000	3.02
Modesto	M35		Various Locations	Non-Motorized Improvements	Various Locations	\$32,043,600	4.01
Modesto	M36		Various Locations	Safe Routes to School projects	Various Locations	\$8,048,200	1.06
Modesto	M37		Hetch Hetchy ROW	Class I Trail Improvements	Semallon Dr to Riverbank	\$6,128,800	4.09
Modesto	M38		MID Canal System	Construction Improvements - Class I Trail along MID Lateral 5 & 6	MID Lateral 5 and 6	\$15,099,900	4.09
Modesto	M39		MID Canal System	Construct Class 1 Trail along MID Lateral Nos. 3, 4 and 7	MID Lateral Nos. 3, 4 and 7	\$14,337,700	4.09
Modesto	M40		Tuolumne River Restoration Project	Remaining Trail Improvements	Mitchell Rd to Carpenter Rd	\$20,179,700	4.09
Modesto	M41		Various Locations	Class I Bike Trail to Carpenter Road (Maze to Whitmore) and Pelandale Avenue (Dale Road to Virginia Corridor)	Various Locations	\$8,497,500	3.02
Modesto	M42		Various Locations	Class II Bicycle Improvements (Class II - Signage/Striping, Curb, Gutter & Sidewalk)	Various Locations	\$18,634,200	3.02
Newman	N08		Various Locations	Bicycle and Pedestrian Improvements	Various Locations	\$6,543,500	3.02
Oakdale	O14		Cottle's Trail Multi-Use Trail	Construct Class I Bike Lane	A St to the Oakdale Plaza Shopping Center	\$776,200	3.02
Oakdale	O15		Stanislaus River Corridor	Construct Class I Bike Lane	Stanislaus River Corridor	\$2,768,500	3.02
Oakdale	O16		Valley View Multi-Use Trail, Phase I	Construct Class I Bike Lane	Kerr Park to Stanislaus River	\$1,144,000	3.02
Patterson	P06		Various Locations	Roadway Rehabilitation and complete street improvements.	Various Locations	\$5,510,100	1.1
Patterson	P07		Various Locations	Construct Class I and Class II bike lanes	Various Locations	\$3,964,600	3.02
Riverbank	R22		Claus Road	Bicycle Lanes	Patterson Rd to Claribel Ave	\$166,300	3.02
Riverbank	R23		Oakdale Road	Bicycle Lanes	Patterson Rd to Claribel Ave	\$166,000	3.02
Riverbank	R24		Various Locations	Pedestrian/Bicycle Infrastructure Improvements	Various Locations	\$4,768,600	3.02
Riverbank	R25		Various Locations	ADA/Sidewalk Improvements	Various Locations	\$1,811,900	3.02
Riverbank	R26		Various Locations	School Traffic Safety Project	Various Locations	\$1,461,100	1.06
Riverbank	R27		Hetch Hetchy Trail System	Install trail system improvements	Hetch Hetchy Trail	\$1,730,100	4.09
Riverbank	R28		Stanislaus River Trail System	Install trail system improvements	Stanislaus River Trail	\$1,023,500	4.09
Riverbank	R29		Jacob Myer Park Pedestrian Bridge	Install trail system bridge	Jacob Myer Park Bridge	\$9,828,200	4.09
Riverbank	R30		Various Locations	Rails to Trails	Various Locations	\$817,800	4.09
Turlock	T40		Various Locations	Construct Class I Bike Paths	Various Locations	\$3,625,700	3.02
Turlock	T41		Various Locations	Construct Class II and Class III Bike Lanes	Various Locations	\$4,267,700	3.02
Waterford	W03		Various Locations	Curb, Gutter, Sidewalk and Bike/Pedestrian Improvements	Various Locations	\$20,977,400	3.02
Stanislaus County	SC87		Hatch Road	Hatch Road Widening - Widened Shoulders - Class 2 bikepath	Gilbert Road to Santa Fe	\$2,985,200	3.02
Stanislaus County	SC88		Santa Fe Road	Shoulder Widening - Class 2 Bikepath	Hatch to SR-132	\$633,400	3.02
Stanislaus County	SC89		Pirrone Road	Shoulder Widening - Class 2 Bikepath	Hammett Road to SR-219/Sisk inc. MCS	\$913,400	3.02
Stanislaus County	SC90		McHenry Road	Shoulder Widening - Class 2 Bikepath	Ladd Road to County Line	\$978,600	3.02
Stanislaus County	SC91		Geer Road	Shoulder Widening - Class 2 Bikepath	Hatch Road to Taylor Road	\$1,008,000	3.02
Stanislaus County	SC92		Coffee Road	Shoulder Widening - Class 2 Bikepath	Claratina to Claribel	\$346,100	3.02
Stanislaus County	SC93		East Ave and Gratton Rd	Shoulder Widening - Class 2 Bikepath	Daubenberger to Monte Vista	\$1,468,600	3.02
Stanislaus County	SC94		Albers Road	Shoulder Widening - Class 2 Bikepath	SR 132 to Oakdale City Limits	\$1,475,900	3.02

Exempt Project Listing

Jurisdiction/Agency	TIP/RTP Project ID	CTIPs Project ID (if available)	Facility Name/Route	Project Description	Project Limits	Estimated Cost	Exemption Code
Stanislaus County	SC95		Various Locations	Construct Bicycle and Pedestrian Improvements (Class I Bikeways / Sidewalk, etc.)	Various Locations	\$3,600,000	3.02
Ceres	C01		Various Locations	Install fiber optic and signal interconnect cables and associated conduit. Install of CCTV Cameras.	ITS Signal Synchronization	\$533,600	5.07
Ceres	C02		Morgan Rd and Central Ave	Construct Roundabouts and Intersection Reconfiguration	(Morgan/Aristocrat & Central/Pine/Industrial)	\$67,700	1.16
Ceres	C03		Whitmore Ave.	Intersection improvements	Whitmore and Morgan Intersection Improvements	\$437,100	5.01
Ceres	C04		Various Locations	Install fiber optic and signal interconnect cables and associated conduit.	ITS Signal Synchronization, Phase II	\$583,000	5.01
Ceres	C05		Various Locations	Improvements to the City's traffic signal system along the main corridor.	Traffic Signal Synchronization Improvements	\$427,600	5.07
Ceres	C06		Morgan Rd	Install Traffic Signal	Service Rd & Morgan Rd	\$347,800	5.02
Ceres	C07		Crows Landing Rd	Install Traffic Signal	New Industrial St	\$262,200	5.02
Ceres	C11		Crows Landing Rd	Install Traffic Signal	Crows Landing Rd & A Street	\$430,500	5.02
Ceres	C13		Grayson Rd	Install Traffic Signal	Grayson Rd & Morgan Rd	\$1,075,200	5.02
Ceres	C14		Hatch Rd	Install Traffic Signal	Hatch Rd & Faith Home Rd	\$484,500	5.02
Ceres	C17		Crows Landing Rd	Install Traffic Signal	Crows Landing Rd & Grayson Rd	\$499,100	5.02
Ceres	C18		Service Road	Install Traffic Signal	Service Road & Ustick	\$499,100	5.02
Ceres	C19		Roeding Rd	Install Traffic Signal	Roeding Rd & Faith Home Rd	\$499,100	5.02
Ceres	C20		Whitmore Ave. @ E Street	Install Traffic Signal	Whitmore Ave. @ E Street	\$499,100	5.02
Ceres	C21		Whitmore Ave	Install Traffic Signal	Whitmore Ave & Boothe Rd	\$514,000	5.02
Ceres	C22		Whitmore Ave	Install Traffic Signal	Whitmore Ave. @ Knox Rd	\$545,300	5.02
Ceres	C23		Central Ave	Install Traffic Signals	Redwood Rd & Central Ave and Grayson Rd & Central Ave	\$1,268,400	5.02
Ceres	C24		Hatch Rd	Install Complete Street Improvements	Hemdon Rd to Faith Home Rd	\$27,086,200	1.1
Ceres	C25		Service Rd	Install Complete Street Improvements	Ustick Rd to Central Rd	\$34,650,200	1.1
Ceres	C26		Crows Landing Rd	Install Traffic Signal	Crows Landing Rd & B Street	\$578,500	5.02
Ceres	C27		Ustick Rd	Install Traffic Signal	Ustick Rd & F Street	\$578,500	5.02
Ceres	C28		Whitmore Ave	Install Traffic Signal	Whitmore Ave. and Ustick Rd	\$578,500	5.02
Ceres	C29		Various Locations	Signal & ITS Improvements	Various Locations	\$3,353,200	5.02
Ceres	C30		Various Locations	Reconstruct Major Streets (Annual Basis)	Various Locations	\$19,175,400	1.1
Ceres	C32		Ustick Rd	Install Traffic Signal	Ustick Rd & C Street	\$670,700	5.02
Ceres	C33		Whitmore Ave	Install Traffic Signal	Whitmore Ave & Faith Home Rd	\$670,700	5.02
Ceres	C34		Ustick Rd	Install Traffic Signal	Ustick Rd & G Street	\$777,500	5.02
							5.02
Hughson	H01		Various Locations	Various Intersection Improvements	Various Locations	\$39,000	5.02
Hughson	H05		Santa Fe	Roadway Rehabilitation	7th Street to Hatch Road	\$479,700	1.1
Hughson	H06		Euclid Ave	Install Complete Street Improvements	Hatch Rd to Whitmore Ave	\$2,630,400	1.1
Hughson	H07		Various Locations	Roadway Rehabilitation	Various Locations	\$242,400	1.1
Modesto	M03		10th and J Streets	Pedestrian & Bike Enhancements	10th & J St. Corridor	\$3,167,000	3.02
Modesto	M05		Brink Rd	Install Complete Street Improvements	Paralleling SR-99 to Murphy Rd & Carpenter	\$15,201,300	1.1
Modesto	M06		Carpenter Rd	Install Complete Street Improvements	Paradise Rd to Maze Blvd (SR-132) (Priority #1)	\$19,001,600	1.1
Modesto	M11		Hwy 132	Various improvements	SR 99 to 9th Street	\$6,333,900	1.1
Modesto	M14		Scenic Avenue	Safety Improvements	Coffee to Bodem	\$2,533,600	1.06
Modesto	M18		Various Locations	Roadway Rehabilitation	Various Locations	\$130,405,800	1.1
Modesto	M19		Various Locations	Various intersection Improvements	Various Locations	\$52,164,000	5.02
Newman	N05		Various Locations	Traffic flow and roadway improvements	Various Locations	\$2,459,800	5.01
Newman	N06		Inyo Ave	Install Collector Street improvements	Highway 33 to Canal School Rd	\$7,751,800	1.1
Newman	N07		Merced Avenue	Install Collector Street improvements	Highway 33 to Canal School Rd	\$3,965,100	1.1
Oakdale	O01		D St	Install Complete Street Improvements	Rodeo to Stearns Rd	\$3,582,200	1.1
Oakdale	O03		J St	Install Complete Street Improvements	Orsi Road to Stearns Road	\$3,460,600	1.1
Oakdale	O05		Orsi Rd	Install Complete Street Improvements	Sierra Rd to F St	\$3,460,600	1.1
Oakdale	O06		Orsi Rd	Install Traffic Signal	Orsi Road and J St	\$692,200	5.02
Oakdale	O07		Second Avenue	Roadway Rehabilitation	D Street to E Street	\$546,400	5.02
Oakdale	O12		Various Locations	Install Traffic Signals and Various Intersection Improvements	Various Locations	\$1,957,200	5.02
Oakdale	O13		Various Locations	Roadway Rehabilitation	Various Locations	\$1,957,200	5.02
Patterson	P03		Sperry Ave	Install Complete Street Improvements	Ward Ave to SR-33	\$7,379,300	5.02
Patterson	P04		Various Locations	Install Traffic Signals	Various Locations	\$17,008,800	5.02
Patterson	P05		Various Locations	Roadway Rehabilitation	Various Locations	\$5,510,100	1.1
Riverbank	R01		Various Locations	Roadway Rehabilitation	Various Locations	\$2,694,200	1.1
Riverbank	R02		Pavement Management: Preventative Maintenance	Roadway Rehabilitation	Various Locations	\$14,469,900	1.1
Riverbank	R04		Patterson	Install Complete Street Improvements	Roselle Ave to Claus Rd	\$6,844,500	1.1
Riverbank	R05		Roselle Avenue	Install Complete Street Improvements	Patterson to Claribel	\$4,311,400	1.1
Riverbank	R07		Claribel Rd	Signal improvements	Claribel at Roselle	\$162,200	5.02
Riverbank	R08		Patterson Rd	Signal improvements with pedestrian crossings and sidewalks	Patterson at Roselle	\$1,307,000	5.02

Exempt Project Listing

Jurisdiction/Agency	TIP/RTP Project ID	CTIPs Project ID (if available)	Facility Name/Route	Project Description	Project Limits	Estimated Cost	Exemption Code
Riverbank	R09		Santa Fe Rd	Signal improvements	Calendar at Santa Fe	\$742,700	5.02
Riverbank	R10		Patterson Rd	Signal improvements	Patterson at Third	\$450,300	5.02
Riverbank	R11		Claus Road	Signal improvements	Claus at California	\$652,400	5.02
Riverbank	R12		Patterson Rd	Signal improvements	Patterson at Eighth	\$403,200	5.02
Riverbank	R13		Patterson Rd	Signal improvements	Patterson at First	\$933,500	5.02
Riverbank	R14		Claus Rd	Signal improvements	SR-108 at Claus	\$1,688,300	5.02
Riverbank	R15		Patterson Rd	Railroad crossing improvements	Patterson at First	\$396,600	1.01
Riverbank	R16		Patterson Rd	Railroad crossing improvements	Patterson at Third	\$286,500	1.01
Riverbank	R17		Patterson Rd	Railroad crossing improvements	Patterson at Eighth	\$303,900	1.01
Riverbank	R18		Patterson Rd	Railroad crossing improvements	Patterson at Snedigar	\$273,500	1.01
Riverbank	R19		Patterson Rd	Railroad crossing improvements	Patterson at Terminal	\$307,900	1.01
Riverbank	R20		Santa Fe Rd	Install roundabout	First at Santa Fe	\$346,100	1.16
Riverbank	R21		SR-108	Install Congestion Management improvements	SR-108 at First Street	\$2,512,700	4.01
Turlock	T01		SR-99	Reconstruct Interchange	SR-99 & Fulkerth Rd	\$12,667,800	5.02
Turlock	T24		Various Locations	Install Traffic Signals and Various Intersection and Synchronization Improvements	Various Locations	\$4,105,100	5.02
Turlock	T31		Various Locations	Roadway Rehabilitation	Various Locations	\$40,502,000	1.1
Waterford	W01		Various Locations	Traffic Signals, intersection improvements and other transportation enhancements	Various Locations	\$4,769,300	5.02
Waterford	W02		Various Locations	Roadway Rehabilitation	Various Locations	\$14,158,800	1.1
Stanislaus County	SC63		Cooperstown Rd	Bridge Replacement - Off System Bridge Toll Credits	Cooperstown Road at Gallup Creek	\$3,249,200	2.05
Stanislaus County	SC64		Cooperstown Rd	Bridge Replacement - Off System Bridge Toll Credits	Cooperstown Road at Rydberg Creek	\$3,313,000	2.05
Stanislaus County	SC65		Crabtree Rd	Bridge Replacement - Off System Bridge Toll Credits	Crabtree Road at Dry Creek	\$6,646,800	2.05
Stanislaus County	SC66		Gilbert Rd	Bridge Replacement - Off System Bridge Toll Credits	Gilbert Road at Ceres Main Canal	\$1,254,200	2.05
Stanislaus County	SC67		Pleasant Valley Rd	Bridge Replacement - Off System Bridge Toll Credits	Pleasant Valley Road at South San Joaquin Main Canal	\$2,325,200	2.05
Stanislaus County	SC68		Shields Rd	Bridge Replacement - Off System Bridge Toll Credits	Shields Road over CCID Main Canal	\$2,041,000	2.05
Stanislaus County	SC69		St. Francis	Bridge Replacement - Off System Bridge Toll Credits	St. Francis Ave at MID Main Canal	\$1,722,400	2.05
Stanislaus County	SC70		Tegner Rd	Bridge Replacement - Off System Bridge Toll Credits	Tegner Road at Turlock Irrigation District Lateral #5	\$2,586,100	2.05
Stanislaus County	SC71		Tim Bell Road	Bridge Replacement - Off System Bridge Toll Credits	Tim Bell Road at Dry Creek	\$15,482,400	2.05
Stanislaus County	SC72		Las Palmas	Bridge Replacement	Las Palmas Ave over San Joaquin River	\$24,221,700	4.12
Stanislaus County	SC73		Milton Road	Bridge Replacement - Off System Bridge Toll Credits	Milton Road over Rock Creek Tributary	\$830,200	2.05
Stanislaus County	SC74		Sonora Road	Scour Countermeasure	Sonora Road over Martells Creek	\$145,900	4.01
Stanislaus County	SC01		Various Locations	Roadway Rehabilitation	Various Locations	\$65,993,400	1.1
Stanislaus County	SC04		McHenry Ave	Seismic Bridge Replacement	McHenry Ave @ Stanislaus River Bridge	\$21,493,000	2.05
Stanislaus County	SC05		Crows Landing Rd	Install Traffic Signal	Crows Landing Rd. & Grayson Rd	\$2,740,100	5.02
Stanislaus County	SC06		Santa Fe Ave & Terminal Ave	Upgrade Railroad Crossings	BNSF Railroad	\$656,800	1.01
Stanislaus County	SC10		Geer Rd	Seismic Bridge Retrofit	Geer Rd @ Tuolumne River Bridge	\$1,688,300	2.05
Stanislaus County	SC11		Hickman Rd	Seismic Bridge Replacement	Hickman Rd @ Tuolumne River	\$20,563,300	2.05
Stanislaus County	SC12		Hills Ferry Rd	Seismic Bridge Retrofit - Mandatory	Hills Ferry Rd @ San Joaquin River	\$7,800,500	2.05
Stanislaus County	SC13		Pete Miller Rd	Seismic Bridge Retrofit	Pete Miller Rd @ Delta Mendota Canal Bridge	\$2,049,000	2.05
Stanislaus County	SC14		Santa Fe Ave	Seismic Bridge Replacement	Santa Fe Ave @ Tuolumne River Bridge	\$27,057,300	2.05
Stanislaus County	SC16		Claribel Rd	Install Traffic Signal	Claribel Rd & Coffee Rd	\$2,251,100	5.02
Stanislaus County	SC17		Crows Landing Rd	Install Traffic Signal	Crows Landing Rd & Keyes Rd	\$2,822,300	5.02
Stanislaus County	SC18		Crows Landing Rd	Install Traffic Signal	Crows Landing Rd & W. Main St	\$3,462,800	5.02
Stanislaus County	SC19		Crows Landing Rd	Install Traffic Signal	Crows Landing Rd & Fulkerth Ave	\$2,851,600	5.02
Stanislaus County	SC21		Kilburn Rd	Replace Bridge (Critical)	Kilburn Rd @ Orestimba Creek Bridge	\$6,292,900	2.05
Stanislaus County	SC22		Carpenter Rd	Install Traffic Signal	Crows Landing Rd & Carpenter Rd	\$3,251,100	5.02
Stanislaus County	SC23		Carpenter Rd	Install Traffic Signal	Carpenter Rd & Grayson Rd	\$3,305,700	5.02
Stanislaus County	SC24		Carpenter Rd	Install Traffic Signal	Carpenter Rd & Hatch Rd	\$1,791,100	5.02
Stanislaus County	SC25		Carpenter Rd	Install Traffic Signal	Carpenter Rd & Keyes Rd	\$3,612,300	5.02
Stanislaus County	SC26		Carpenter Rd	Install Traffic Signal	Carpenter Rd & W. Main St	\$3,359,800	5.02
Stanislaus County	SC27		Carpenter Rd	Install Traffic Signal	Carpenter Rd & Whitmore Ave	\$2,213,800	5.02
Stanislaus County	SC28		Central Ave	Install Traffic Signal	W. Main St & Central Ave	\$6,523,900	5.02
Stanislaus County	SC29		Claribel Rd	Install Traffic Signal	Claribel Rd & Roselle Ave	\$2,251,100	5.02
Stanislaus County	SC30		Geer Rd	Install Traffic Signal	Geer & Santa Fe	\$3,522,900	5.02
Stanislaus County	SC31		Geer Rd	Install Traffic Signal	Geer & Whitmore	\$3,262,000	5.02
Stanislaus County	SC32		Golden State Blvd	Intersection Improvements	Golden State Blvd & Golf Rd / Berkeley Ave	\$2,388,200	5.02
Stanislaus County	SC33		Santa Fe Ave	Install Traffic Signal; Upgrade Railroad Crossing Equipment	Santa Fe & Hatch Road	\$3,376,600	5.02
Stanislaus County	SC34		Santa Fe Ave	Install Traffic Signal	Santa Fe Ave & East Ave	\$3,612,300	5.02
Stanislaus County	SC35		Santa Fe Ave	Install Traffic Signal; Upgrade Railroad Crossing Equipment	Santa Fe Ave & Keyes Rd	\$4,537,800	5.02
Stanislaus County	SC36		Santa Fe Ave	Install Traffic Signal; Upgrade Railroad Crossing Equipment	Santa Fe Ave & Main St	\$4,405,700	5.02
Stanislaus County	SC37		Santa Fe Ave	Install Traffic Signal; Upgrade Railroad Crossing Equipment	Santa Fe Ave & Service Rd	\$4,537,800	5.02
Stanislaus County	SC38		Faith Home Rd	Install Traffic Signal	W. Main St & Faith Home Rd	\$3,176,500	5.02

Exempt Project Listing

Jurisdiction/Agency	TIP/RTP Project ID	CTIPs Project ID (if available)	Facility Name/Route	Project Description	Project Limits	Estimated Cost	Exemption Code
Regional Planning			Various Location	Planning, Programming and Monitoring Activities	Various Locations	\$1,420,000	4.01
Regional	RE06		SR-99	Install Ramp Metering Improvements including Intelligent Transportation Systems (ITS)	San Joaquin County Line to Mitchell Rd	\$15,758,300	1.07
Regional	RE07		SR-99	Install Ramp Metering Improvements including Intelligent Transportation Systems (ITS)	Mitchell Rd to Merced County Line	\$3,097,400	1.07
Stanislaus County	SC09		Crows Landing Rd	Seismic Bridge Replacement - 3-lane Bridge	San Joaquin River Bridge	\$17,653,500	2.05

CTIPs Exempt Codes

- 1.01 Railroad/highway crossing.
- 1.03 Safer non-Federal-aid system roads.
- 1.04 Shoulder Improvements.
- 1.05 Increasing Sight Distance.
- 1.06 Safety Improvement Program.
- 1.07 Traffic control devices and operating assistance other than signalization projects.
- 1.08 Railroad/highway crossing warning devices.
- 1.09 Guardrails, median barriers, crash cushions.
- 1.10 Pavement resurfacing and/or rehabilitation.
- 1.11 Pavement marking demonstration.
- 1.12 Emergency Relief (23 U.S.C. 125).
- 1.13 Fencing.
- 1.14 Skid treatments.
- 1.15 Safety roadside rest areas.
- 1.16 Adding medians.
- 1.17 Truck climbing lanes outside the urbanized area.
- 1.18 Lighting improvements.
- 1.19 Widening narrow pavements or reconstructing bridges (no additional travel lanes).
- 1.20 Emergency truck pullovers.
- 2.01 Operating assistance to transit agencies.
- 2.02 Purchase of support vehicles.
- 2.03 Rehabilitation of transit vehicles.
- 2.04 Purchase of office, shop, and operating equipment for existing facilities.
- 2.05 Purchase of operating equipment for vehicles (e.g. radios, fareboxes, lifts, etc.).
- 2.06 Construction or renovation of power, signal, and communications systems.
- 2.07 Construction of small passenger shelters and information kiosks.
- 2.08 Reconstruction or renovation of transit buildings and structures.
- 2.09 Rehabilitation or reconstruction of track structures, track, and trackbed in existing right of way.
- 2.10 Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet.
- 2.11 Construction of new bus or rail storage/maintenance facilities categorically excluded in 23 CFR 771.
- 3.01 Continuation of ride-sharing and van-pooling promotion activities at current levels
- 3.02 Bicycle and pedestrian facilities.
- 4.01** Non Construction related activities.
- 4.05 Engineering studies
- 4.06 Noise attenuation.
- 4.07 Advance land acquisitions
- 4.08 Acquisition of scenic easements.
- 4.09 Plantings, landscaping, etc.
- 4.10 Sign removal.
- 4.11 Directional and informational signs.
- 4.12 Transportation enhancement activities
- 4.13 Repair of damage caused by natural disasters, civil unrest, or terrorist acts, except projects involving substantial functional, locational or capacity
- 5.01 Intersection channelization projects.
- 5.02 Intersection signalization projects at individual intersections.
- 5.03 Changes in vertical and horizontal alignment.
- 5.04 Interchange reconfiguration projects.
- 5.05 Truck size and weight inspection stations.
- 5.06 Bus terminals and transfer points.
- 5.07 Traffic signal synchronization projects.

APPENDIX C
CONFORMITY ANALYSIS DOCUMENTATION

EMFAC Emissions (tons/day)

STANISLAUS

Pollutant	Source	Description	2017		2025	2035	2040	
Carbon Monoxide	EMFAC 2011 (Winter Run)	CO Total Exhaust (All Vehicles Total)	30.06		21.01	19.89	21.02	
		Conformity Total	30		21	20	21	
		<hr/>						
Ozone	EMFAC 2011 (Summer Run)	ROG Total Exhaust (All Vehicles Total)	3.97	3.47	3.26	3.02	3.10	
		Rule 9310 (School Bus)	0.00	0.00	0.00	0.00	0.00	
		Rule 9410 (ETR)	-0.12	-0.16	-0.15	-0.15	-0.15	
		RFG	-0.32	-0.23	-0.18	-0.18	-0.18	
		Moyer	0.00	0.00	0.00	0.00	0.00	
		AB1493	0.00	0.00	0.00	0.00	0.00	
		Smog Check	-0.14	-0.11	-0.09	-0.09	-0.09	
		Conformity Total	3.39	2.97	2.85	2.60	2.68	
Ozone	EMFAC 2011 (Summer Run)	NOx Total Exhaust (All Vehicles Total)	8.81	7.11	5.58	5.20	5.63	
		Rule 9310 (School Bus)	-0.08	-0.06	-0.06	-0.06	-0.06	
		Rule 9410 (ETR)	-0.13	-0.10	-0.09	-0.09	-0.09	
		RFG	0.00	0.00	0.00	0.00	0.00	
		Moyer	-0.03	0.00	0.00	0.00	0.00	
		AB1493	0.00	0.00	0.00	0.00	0.00	
		Smog Check	-0.08	-0.06	-0.05	-0.05	-0.05	
		Conformity Total	8.49	6.89	5.38	5.01	5.44	
PM-10	EMFAC 2011 (Annual Run)	PM-10 Total (All Vehicles Total) * includes tire & brake wear		0.77	0.86	1.01	1.07	
		ARB		-0.01	-0.01	-0.01	-0.01	
		Conformity Total		0.76	0.85	1.00	1.06	
PM-10	EMFAC 2011 (Annual Run)	NOx Total Exhaust (All Vehicles Total)		9.33	5.69	5.58	5.92	
		ARB		-1.09	-1.09	-1.09	-1.09	
		Conformity Total		8.24	4.60	4.49	4.83	
PM2.5	EMFAC 2011 (Annual Run)	PM2.5 Total Exhaust (All Vehicles Total) * includes tire & brake wear		0.37	0.38	0.41	0.48	0.50
		Rule 9410 (ETR)		0.00	0.00	0.00	0.00	0.00
		Rule 9310 (School Bus)		0.00	0.00	0.00	0.00	0.00
		Moyer		0.00	0.00	0.00	0.00	0.00
		AB1493		0.00	-0.01	-0.01	-0.01	-0.01
		Smog Check		-0.01	-0.01	-0.01	-0.01	-0.01
		Conformity Total		0.40	0.40	0.40	0.50	0.50
		PM2.5	EMFAC 2011 (Annual Run)	NOx Total Exhaust (All Vehicles Total)		9.33	6.81	5.69
Rule 9410 (ETR)				0.00	0.00	0.00	0.00	0.00
Rule 9310 (School Bus)				-0.10	-0.10	-0.09	-0.09	-0.09
Moyer				-0.03	-0.02	0.00	0.00	0.00
AB1493				0.00	0.00	0.00	0.00	0.00
Smog Check				-0.08	-0.06	-0.04	-0.04	-0.04
Conformity Total				9.10	6.60	5.60	5.50	5.80

Paved Road Dust Emissions (tons/day)

STANISLAUS 2020

	Freeway	Arterial	Collector	Urban	Rural	Totals	Control-Adjusted Emissions
Enter Freeway VMT ==>	5,556,414						0.380
Enter Arterial VMT ==>		5,620,135					0.496
Enter Collector VMT ==>			438,194				0.032
Enter Total of Urban and Rural Local VMT Here =>				149,053	84,939	233,992	0.093
							0.308
Totals	11,848,735	4,325	615.699	595.037	1.630	1.308	

STANISLAUS 2025

	Freeway	Arterial	Collector	Urban	Rural	Totals	Control-Adjusted Emissions
Enter Freeway VMT ==>	5,840,601						0.399
Enter Arterial VMT ==>		6,242,809					0.551
Enter Collector VMT ==>			462,833				0.034
Enter Total of Urban and Rural Local VMT Here =>				164,853	93,943	258,797	0.103
							0.340
Totals	12,805,039	4,674	672.702	650.127	1.781	1.427	

STANISLAUS 2035

	Freeway	Arterial	Collector	Urban	Rural	Totals	Control-Adjusted Emissions
Enter Freeway VMT ==>	6,881,275						0.470
Enter Arterial VMT ==>		7,162,688					0.632
Enter Collector VMT ==>			487,534				0.036
Enter Total of Urban and Rural Local VMT Here =>				195,778	111,566	307,343	0.122
							0.404
Totals	14,838,840	5,416	782.819	756.549	2.073	1.664	

STANISLAUS 2040

	Freeway	Arterial	Collector	Urban	Rural	Totals	Control-Adjusted Emissions
Enter Freeway VMT ==>	7,206,002						0.492
Enter Arterial VMT ==>		7,683,161					0.678
Enter Collector VMT ==>			511,346				0.037
Enter Total of Urban and Rural Local VMT Here =>				211,931	120,771	332,702	0.132
							0.438
Totals	15,733,211	5,743	836.596	808.522	2.215	1.777	

DO NOT CHANGE ANY ITEMS BELOW THIS LINE

STANISLAUS

HPMS Local Urban/Rural Percent
From 1998 Assembly of Statistical Reports - Caltrans
63.7% Urban
36.3% Rural
100.0% Total

Road Type	Base EF (lb PM10/ VMT)
Freeway	0.000152818
Arterial	0.000254296
Collector	0.000254296
Local	0.00190513
Rural	0.008241141

STANISLAUS

	January	February	March	April	May	June	July	August	September	October	November	December	Total/Average
Rain Days	9.0	8.0	7.7	4.7	2.0	1.0	0	0	1.0	2.3	5.7	7.3	48.7
Total Days	31	28	31	30	31	30	31	31	30	31	30	31	365
Rain Reduction Factor	0.93	0.93	0.94	0.96	0.98	0.99	1.00	1.00	0.99	0.98	0.95	0.94	0.97

Unpaved Road Dust Emissions (tons/day)

STANISLAUS 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	47.02	10	171.6	171.623	148.585	0.407	0.333	0.272

STANISLAUS 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	47.02	10	171.6	171.623	148.585	0.407	0.333	0.272

STANISLAUS 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	47.02	10	171.6	171.623	148.585	0.407	0.333	0.272

STANISLAUS 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	47.02	10	171.6	171.623	148.585	0.407	0.333	0.272

DO NOT CHANGE ANY ITEMS BELOW THIS LINE

STANISLAUS													
	January	February	March	April	May	June	July	August	September	October	November	December	Total/Average
Rain Days	9.0	8.00	7.7	4.7	2.0	1.0	0	0	1.0	2.3	5.7	7.3	48.7
Total Days	31	28.00	31	30	31	30	31	31	30	31	30	31	365
Rain Reduction Factor	0.71	0.71	0.75	0.84	0.94	0.97	1.00	1.00	0.97	0.92	0.81	0.76	0.87

Road Construction Dust

STANISLAUS

Description	2020		2025		2035		2040	
	Year	Lane Miles						
Baseline	2005	3513	2020	4882.92	2025	4977.52	2035	5030.68
Horizon	2020	4,883	2025	4,978	2035	5,031	2040	5,031
Difference	15	1370	5	95	10	53	5	0
Lane Miles per Year		91		19		5		0
Acres Disturbed		354		73		21		0
Acre-Months		6376		1321		371		0
Emissions (tons/year)		701.399		145.306		40.827		0.000
Annual Average Day Emissions (tons)		1.922		0.398		0.112		0.000
District Rule 8021 Control Rates		0.290		0.290		0.290		0.290
Total Emissions (tons per day)		1.364		0.283		0.079		0.000

2014 RTP Conformity Results Summary -- STANISLAUS

Pollutant	Scenario	Emissions Total		DID YOU PASS?	
		CO (tons/day)		CO	
Carbon Monoxide	2010 Budget	130			
	2017	30		YES	
	2018 Budget	130			
	2018	29		YES	
	2025	21		YES	
	2035	20		YES	
	2040	21		YES	

		Emissions Total		DID YOU PASS?	
		ROG (tons/day)	NOx (tons/day)	ROG	NOx
Ozone	2017 Budget	5.6	10.6		
	2017	3.4	8.5	YES	YES
	2020 Budget	5.0	8.4		
	2020	3.0	6.9	YES	YES
	2023 Budget	4.7	6.4		
	2023	2.9	5.4	YES	YES
	2031	2.6	5.0	YES	YES
2040	2.7	5.4	YES	YES	

		Emissions Total		DID YOU PASS?	
		PM-10 (tons/day)	NOx (tons/day)	PM-10	NOx
PM-10	2020 Budget	6.7	10.8		
	2020	3.7	8.2	YES	YES
	2020 Budget	6.7	10.8		
	2025	2.8	4.6	YES	YES
	2020 Budget	6.7	10.8		
	2035	3.0	4.5	YES	YES
	2020 Budget	6.7	10.8		
2040	3.1	4.8	YES	YES	

	2020		2025		2035		2040	
	PM10	NOx	PM10	NOx	PM10	NOx	PM10	NOx
Total On-Road Exhaust	0.760	8.240	0.850	4.600	1.000	4.490	1.060	4.830
Paved Road Dust	1.308		1.427		1.664		1.777	
Unpaved Road Dust	0.272		0.272		0.272		0.272	
Road Construction Dust	1.364		0.283		0.079		0.000	
Total	3.704	8.240	2.831	4.600	3.015	4.490	3.108	4.830

		Emissions Total		DID YOU PASS?	
		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
1997 PM2.5 24-Hour & Annual Standards, 2006 24-Hour Standard, and 2012 PM2.5 Standards	2014 Budget	0.6	14.6		
	2017	0.4	9.1	YES	YES
	2014 Budget	0.6	14.6		
	2021	0.4	6.6	YES	YES
	2014 Budget	0.6	14.6		
	2025	0.4	5.6	YES	YES
	2014 Budget	0.6	14.6		
	2035	0.5	5.5	YES	YES
	2014 Budget	0.6	14.6		
	2040	0.5	5.8	YES	YES

APPENDIX D

**TIMELY IMPLEMENTATION DOCUMENTATION FOR
TRANSPORTATION CONTROL MEASURES**

Stanislaus Council of Governments
Timely Implementation Documentation

RACM Commitment	Agency	Commitment Description	Commitment Schedule	Commitment Funding	TIP	TIP Project ID	Project Description	Implementation Status	2015 Conformity Analysis for the
									2008 Ozone and 2012 PM2.5 Standards
									(as of 4/14)
									(as of 8/15)
ST 1.4	Ceres	Implement fixed route bus service	FY 2002/2003	CMAQ	2002	11400000089	Purchase new CNG Minibus	Complete	Complete
ST 9.2/9.3/9.11/15.1	Hughson	Install pedestrian facilities along the north side of Whitmore Avenue from Charles Avenue to 6th Street	2003	CMAQ	2002	21400000029	Whitmore Avenue--Install pedestrian facilities along north side from Charles Ave to 6th St	Complete	Complete
		Install pedestrian and bike facilities on Charles Street from Hughson Avenue to north of Fox Road	2004	TEA	2000	1001STA183C	bike/ped. Facilities on Charles St. from Hughson Ave. to north of Fox Road	Complete	Complete
ST 1.7	Modesto	Free Transit During Special Events	not specified	FTA, Local and fares	2000	21400000053	Try Transit Week, Modesto's International Festival and annual Thanksgiving dinner	Complete	Complete
ST 5.1	Modesto	Expansion of ATMS Northeast, ATMS Northwest and Phase III of CCT	2002, 2003, 2002	\$490,428/\$805,000/\$1,290,940 CMAQ					
					2000	None	Expand ATMS Northeast	Complete	Complete
					2002	21400000039	Expand ATMS Northwest	Complete	Complete
					2002	11400000067	Phase III of CCTV	Complete	Complete
ST 1.4	Oakdale	Restructure transit to a fixed route service	2003	CMAQ	2002	11400000073	Purchase 2 natural gas trolleys	Complete	Complete
ST 5.3	Oakdale	roundabout at Gilbert avenue and G Street	2004	\$154,928 CMAQ	2004	21400000058	Gilbert Ave/"G" St Round-about	Complete	Complete
ST 9.2/9.3/9.5/15.1	Oakdale	two bicycle/pedestrian trail projects and one bike rack	2005	\$192,000/\$10,000 CMAQ					
					2002	21400000055	Bicycle/pedestrian trail (PG & E)	Complete	Complete
					2002	11400000100	Bicycle/pedestrian trail (Valley View)	Project has successfully received E-76 for preliminary engineering. Project sponsor is reassessing schedule for the completion of project due to delays with receiving E-76.	Project has successfully received E-76 for preliminary engineering. Project delays due to staff turnover. Project sponsor is currently reassessing schedule.
ST 9.2/9.3/9.5/15.1	Oakdale				2002	11400000097	Bike Racks	Complete	Complete
ST 10.2	ROTA (Riverbank Oakdale Transit Authority)	Bike Racks on Buses	ongoing	CMAQ	2000	11400000073	add bike racks to buses	Complete	Complete
ST 5.3	Patterson	Reduce Traffic Congestion at Major Intersections	ongoing	CMAQ	2000	11400000101	Install traffic signals at		
							1. Ward @ Eagle and	Complete	Complete
							2. Hwy 33 and M Street	Complete	Complete
ST 1.4/1.5	Riverbank	Restructure transit to include a fixed route service	2003	CMAQ	2002	11400000073	Purchase 2 natural gas trolleys	Complete	Complete
ST 9.3	Riverbank	Infill project to provide sidewalks	2004	\$192,253 CMAQ	2002	21400000199	Downtown sidewalk infill project	Complete	Complete
ST 5.2/5.3/5.4/5.13	Turlock	Signal project at intersection of Hawkeye and Del	2003	CMAQ	2002	11400000102	E Hawkeye & Dels Lane -- install signal with interconnection and coordination with existing signals	Complete	Complete
ST 9.2/9.3/9.5/15.1	Turlock	Bike/ped trail on Canal Drive	2005	CMAQ	2002	11400000103 - 11400000104	Canal drive, Quincy to daubenburger -- extend class 1 bicycle path	Complete	Complete

Stanislaus Council of Governments
Timely Implementation Documentation

RACM Commitment	Agency	Commitment Description	Commitment Schedule	Commitment Funding	TIP	TIP Project ID	Project Description	Implementation Status	2015 Conformity Analysis for the
									2008 Ozone and 2012 PM2.5 Standards
									(as of 4/14)
									(as of 8/15)
ST 9.2/9.3	Waterford	Welch bike path extension from Amy Lane to Bentley Street	2003	\$136,336 CMAQ	2004	1140000106	Welch St, Amy to Bentley - construct bicycle path	Complete	Complete
ST 5.3/5.4	County	Reduce Traffic Congestion at Major Intersections: Site-specific TCMs	2004	PFF; STP; STIP	2000		1. Albert Road Widening and improvements; 2. install five (5) traffic signals at: (a) Carpenter Rd @ Robertson; (b) Crows Landing @ Butte Ave; (c) Finch Rd @ Mariposa; (d) Keyes Rd @ Geer; and, (e) Stoddard Rd @ Kiernan Ave	Complete	Complete
								Complete	Complete
								Complete	Complete
								Complete	Complete
								Complete	Complete
								Project under construction. Planned completion by the Fall of 2010.	Complete
ST 8.1	County	Employee Ride Program	on-going	CMAQ	2002 + Amendment	2140000087	Transit Fare Subsidy Program	Complete	Complete
ST 9.3/9.11	County	River Road bicycle project, Shackelford area sidewalk project, and Glenn/Luster/Maud sidewalk project	2004	CMAQ					
					2002	2140000088	River Rd Bike Lane from Ninth St to Mitchell Rd	On May 7, 2008 EPA concurred on TCM substitution for this project. The substitute project (Grayson Road Bike Lane) was completed in August 2005. No further updates are required.	On May 7, 2008 EPA concurred on TCM substitution for this project. The substitute project (Grayson Road Bike Lane) was completed in August 2005. No further updates are required.
					2002	1140000110	Construct sidewalks and curb ramps	Complete	Complete
					2002	2140000083	School Sidewalk Program	Complete	Complete
Additional Projects Identified									
ST 3.1	StanCOG	Commute Connection	2002/2003	CMAQ	2002	1140000015	Provide regional rideshare services through FY2002/03	Complete	Complete
ST5.2	Ceres	Coordinate Traffic Signal Systems		CMAQ	2004	2140000204	Update traffic signal coordination program within the existing system	Complete	Complete
ST5.4	Ceres	Site-Specific Transportation Control Measures		RSTP	2004	2140000258	Evaluate intersections (a) widen the south approach of the Central Avenue / Hatch Road intersection; (b) widen Service Road / Mitchell Road intersection; (c) Widen Whitmore Overpass	Complete	Complete
ST1.1	Modesto	Regional Express Bus Program		CMAQ	2004	2140000234	Purchase of buses to operate regional express bus service	Complete	Complete
				CMAQ	2007	2140000396		Complete	Complete
ST5.2	Modesto	Coordinate Traffic Signal Systems		CMAQ	2002	1140000066	Downtown Traffic Signal Coordination	Complete	Complete

Stanislaus Council of Governments
Timely Implementation Documentation

RACM Commitment	Agency	Commitment Description	Commitment Schedule	Commitment Funding	TIP	TIP Project ID	Project Description	Implementation Status	2015 Conformity Analysis for the 2008 Ozone and 2012 PM2.5 Standards
								(as of 4/14)	(as of 8/15)
				CMAQ	2004/2007	21400000238	Traffic Signal coordination outside the Downtown Core	Complete	Complete
	Modesto	Coordinate Traffic Signal Systems	2006/2007	CMAQ	2004	21400000238	Outside Downtown Traffic Signal Coordination.	Complete	Complete
ST5.3	Modesto	Reduce Traffic Congestion at Major Intersections		CMAQ	2002	11400000062	Construction of right turns at Scenic Ave & Bodem Ave.	Complete	Complete
				CMAQ/Local	2004	EA 956525	Right Turn Lanes Briggsmore Overpass at Sisk (a) (b) Orangeburg	Complete	Complete
				CMAQ/Local	2004	EA 956531	Construction of left turn lanes Briggsmore at McHenry	Complete	Complete
				CMAQ/Local	2004	EA 4A0644	Install Traffic Signal detector loops	Complete	Complete
				CMAQ/Local	2007/07	21400000206	Install Roundabout at Sharon and Maid Mariane	Complete	Complete
ST5.4	Modesto	Site-Specific Transportation Control Measures		Local Funds(CFD)	N/A	N/A	Geometric or traffic control improvements at specific congested intersections (a) Briggsmore Ave (b) Pelandale Ave (c) Floyd Ave	Complete	Complete
				CMAQ/Local	2004	EA 656420	Traffic signal modification at 10th and G Streets, 11th and G Streets, 12th and G Streets, 14th and G Streets, and 17th and G Streets	Complete	Complete
ST15.2	Modesto	Pedestrian and Bicycle Overpasses Where Safety Dictates		CFD(Community facilities District) and Modesto City Schools	N/A	N/A	Pedestrian overpass on Sylvan Avenue at Millbrook Avenue	Complete	Complete
ST5.13	Modesto	Fewer stop signs		CMAQ	2004	21400000204	Ecnicia Ave Roundabout- Install Roundabout w/signing & striping La Loma at Buena Vista & Conejo @ Encia	Complete	Complete
	Modesto	Fewer stop signs		CMAQ	2004	21400000235	Roundabout at Sylvan/Roselle	Complete	Complete
ST5.2	Patterson	Coordinate Traffic Signal Systems		CMAQ	2004	21400000243	Ward Avenue/Las Palmas Ave Traffic Signals	Complete	Complete
ST17.15	Riverbank	Encourage the Purchase and use of alternative, cleaner vehicles.		CMAQ	2002	11400000078	Purchase CNG Vehicles	Complete	Complete
ST 17.15	Riverbank	Encourage the Purchase and use of alternative, cleaner vehicles	2002/2003	CMAQ	2002	01STA200	Purchase CNG Vehicles	Complete	Complete

Stanislaus Council of Governments
Timely Implementation Documentation

RACM Commitment	Agency	Commitment Description	Commitment Schedule	Commitment Funding	TIP	TIP Project ID	Project Description	Implementation Status	2015 Conformity Analysis for the 2008 Ozone and 2012 PM2.5 Standards
								(as of 4/14)	(as of 8/15)
			2002	FTA Section 5307 funds	N/A	N/A	Purchase CNG Vehicles	Complete	Complete
			2003/2004	CMAQ	2002	01STA201	Purchase CNG Vehicles	Complete	Complete
			2004/2005	FTA Section 5307 funds	N/A	N/A	Purchase CNG Vehicles	Complete	Complete
New Projects Identified									
ST5.3	Ceres	Reduce Traffic Congestion at Major Intersections	2007	CMAQ	2004/2007	2140000224	Traffic Signal Coordination	Complete	Complete
ST 9.2/9.3/9.5/15.1/10.2	Oakdale/Riverbank	Bike racks on buses			2002	2140000336	Bike racks	Complete	Complete
ST9.2	Patterson	Encouragement of Pedestrian Travel	2007	CMAQ/Local	2004/07	2140000349	Class I and II Bike Lane and pedestrian facilities	Project complete	Complete
ST17.15	Riverbank	Encourage the purchase and use of alternative cleaner vehicles	2006	CMAQ/Local	2004/07	2140000245	Purchase CNG VAC Truck	Complete	Complete
ST1.4	Turlock	Mass Transit Alternatives	2008	FTA Section 5307 funds	2007	2140000373	Purchase new bus	Complete	Complete
ST10.2	Turlock	Bike Racks on Buses	2008	FTA Section 5307 funds	2007	2140000373	Bike Racks	Complete	Complete
ST 17.15	Turlock	Encourage the purchase and use of alternative cleaner vehicles	2007	CMAQ/Local	2007	2140000247	Purchase CNG Vehicles	Complete	Complete

Stanislaus Council of Governments
2012 RACM Timely Implementation Documentation

RACM Commitment	Agency	Measure Title	Measure Description (not verbatim)	Implementation Status	2015 Conformity Analysis for the 2008 Ozone and 2012 PM2.5 Standards
				(as of 4/14)	(as of 8/15)
ST3.1	StanCOG	Commute Solutions	Provide regional rideshare services through FY2002/03	Project and commitment Completed. See Project TID Table.	Commitment Completed. Ongoing services continue to be provided.
ST5.3	Ceres	Reduce Traffic Congestion at Major Intersections	Evaluate 3 critical intersections per year to determine if delays exceed allowable limits (if...then)	Evaluated 20 intersections between 2003 and 2005 to see if the intersections still meet city's General Plan Level of service requirements of D for the major roads. Subsequently, changed timing at 14 intersections, implemented split phase timing at 3 locations and removing 2 locations from the coordination program. Also see ST5.4. The City of Ceres has completed two additional signal coordination projects and has added signals at one intersection, previously controlled by stop signs, to relieve congestion.	On-going, evaluations continue, no new synchronization plans identified as needed as of this date
ST5.9	Ceres	Bus Pullouts in Curbs for Passenger Loading	Provide bus pull-outs in curbs or parking lanes beginning FY2002/2003 and continue through FY2010/2011	Bus pull-outs have been constructed along the south side of Service Road at the Central Valley High School. Bus pullout installed on the north side of Hatch Road, east of Herndon Road April 2008. The City of Ceres continues to implement this program through its plan check and permitting process.	Ceres has incorporated bus pullouts into their plan check and permitting process to ensure these projects continue.
ST1.1	Modesto	Regional Express Bus Program	Purchase of buses to operate regional express bus service	See Project TID Table. The latest bus ordered has been received (12/06) and placed into service. Five buses have been received since last update. Modesto has 7 new busses that were delivered in December 2009.	On-going. Modesto will continue to purchase new buses, as needed, if demand for transit services in the region increases.
ST1.5	Modesto	Expansion of Public Transportation Systems	Monitor needs on heavily used routes and newly develop areas and implement as appropriate	Based on current service levels and ridership monitoring, no service expansions expected in 2007. Route expansions are expected to occur within the next 3-5 years. No service expansions necessary (implemented) since last update.	No service expansions/implementations necessary since last update
ST5.2	Modesto	Coordinate Traffic Signal Systems	Implement and enhance synchronized traffic signal systems	See Project TID Table. Signal coordination program has been completed. Final report is being completed.	Original signal coordination program has been completed. Every 3 years the City of Modesto evaluates the timing of traffic signals in both the downtown core and outside of the downtown area. This monitoring will be provided on a on-going basis to continually improve traffic flow conditions at intersections throughout the City.

Stanislaus Council of Governments
2012 RACM Timely Implementation Documentation

<u>RACM Commitment</u>	<u>Agency</u>	<u>Measure Title</u>	<u>Measure Description (not verbatim)</u>	<u>Implementation Status</u>	<u>2015 Conformity Analysis for the 2008 Ozone and 2012 PM2.5 Standards</u>
				(as of 4/14)	(as of 8/15)
ST5.3	Modesto	Reduce Traffic Congestion at Major Intersections	Implement a wide range of traffic control techniques designed to facilitate smooth, safe travel through intersections	See Project TID Table. Modesto continues to review and improve traffic flow at congested intersections through the use of design modifications, addition of turn lanes, signalization and roundabout installation to replace stop sign controlled intersections. Traffic signal installed on Sisk Road at Vintage Faire Mall. A second traffic signal on Sisk Road has been approved with estimated installation date of spring 2009. Projects are complete and operational.	Projects are complete and operational
ST5.4	Modesto	Site-Specific Transportation Control Measures	Geometric or traffic control improvements at specific congested intersections or at other substandard locations	Congested street segments have been improved. See Project TID Table. Installation of traffic signal completed for intersection of Tully Road and Stoddard Avenue adjacent to Modesto Junior College to improve traffic flow and student safety. Modesto continues to review and improve traffic flow at congested intersections through the use of design modifications, addition of turn lanes, signalization and roundabout installation to replace stop sign controlled intersections.	Project is complete and operational
ST5.13	Modesto	Fewer stop signs	Remove stop signs and implement alternative intersection control devices	See Project TID Table. Installation of traffic signals completed for intersections of Sylvan Avenue and Claus Road, and Floyd Avenue and Lincoln Oak Drive. Modesto continues to review and improve traffic flow at congested intersections through the use of design modifications, addition of turn lanes, signalization and roundabout installation to replace stop sign controlled intersections.	Projects are complete and operational
ST9.5	Modesto	Encouragement of Bicycle Travel	Bike to work day and family cycling festival	Modesto has and will continue to participate in the "Bike to Work" events and Family Cycling Festivals.	Ongoing. Modesto has and will continue to participate in the "Bike to Work" events and Family Cycling Festivals.
ST10.2	Modesto	Bike Racks on Buses	Add bicycle racks to new buses	Racks will be installed as new buses are purchased.	Ongoing. Racks will be installed as new buses are purchased.
ST15.2	Modesto	Pedestrian and Bicycle Overpasses Where Safety Dictates	Implementation as development occurs	See Project TID Table. The Sylvan/Millbrook pedestrian/bicycle overcrossing was completed in 2008. Further overcrossings will be added as development occurs.	Ongoing. Further overcrossings will be added as development occurs.
ST10.2	Oakdale	Bike Racks on Buses	The Riverbank-Oakdale Transit Authority currently is adding bicycle racks to buses and hopes to continue doing so as long funding remains available.	See Project TID Table. All currently serviceable buses have bike racks on them and all the new buses will be purchased with the bike racks. No expansion of the bus fleet is anticipated at this time. Program will continue as needed	Ongoing. Racks will be installed as new buses are purchased.

Stanislaus Council of Governments
2012 RACM Timely Implementation Documentation

<u>RACM Commitment</u>	<u>Agency</u>	<u>Measure Title</u>	<u>Measure Description (not verbatim)</u>	<u>Implementation Status</u>	<u>2015 Conformity Analysis for the 2008 Ozone and 2012 PM2.5 Standards</u>
				(as of 4/14)	(as of 8/15)
ST1.5	Patterson	Expansion of Public Transportation Systems	The City of Patterson continually monitors their Dial-A-Ride service to determine the transit needs within the city.	City of Patterson has an MOU with Stanislaus County for the Stanislaus Regional Transit (StaRT) to operate Patterson Dial-a-Ride. StaRT monitors the need for additional public transportation through the number of ride denials and the number of calls being received from Patterson residents. StaRT plans to expand public transportation as a need is shown and ridership would be adequate to meet the requirements of the Transportation Development Act farebox requirements. Construction is underway and expected to be completed by July 2010. Due to a delay in the availability of Proposition 1B - PTMISEA funds, the Patterson Intermodal Transit Facility project's construction was delayed pending receipt of PTMISEA funds originally allocated to the project. Proposition 1B bond sales in Fall 2011, provided PTMISEA funds for the Patterson Intermodal Transit Facility project. The project was completed in 2013.	StaRT currently operates an on-going dial-a-ride service for the City of Patterson.
ST5.2	Patterson	Coordinate Traffic Signal Systems	City of Patterson will evaluate signals as they are installed to measure their performance with the adjacent signals.	See Project TID Table. Ward Avenue/Las Palmas Avenue traffic signal coordination completed. The City of Patterson will continue to coordinate traffic signal throughout the city.	Ongoing. Patterson will continue to evaluate and coordinate traffic signals throughout the City.
ST5.13	Patterson	Fewer stop signs	This is on going process and city of Patterson is constantly evaluating the intersections for potential implementation of roundabouts	Patterson continues to evaluate the need for traffic signals and/or roundabouts. No new improvements have been identified at this time.	Ongoing. Patterson continues to evaluate the need for traffic signals and/or roundabouts. No new improvements have been identified at this time.
ST9.2	Patterson	Encouragement of Pedestrian Travel	City of Patterson will continue to encourage the pedestrian travel	The Miscellaneous Sidewalk Repairs Project has been completed. The City anticipates further curb & gutter improvements to occur during the new FY 07/08. Traffic safety improvements and rumble dots have been installed in the Walnut Square subdivision. New improvements have been incorporated under the Traffic safety improvements program and will move further as soon as Caltrans issues the "Notice to Proceed". Patterson has one bicycle/pedestrian project currently under construction (see Project TID Table). Las Palmas pedestrian/bikeway completed. City will continue to monitor development for further pedestrian/bikeway projects.	The City of Patterson will continue to monitor development for further pedestrian/bikeway projects. No new projects have been identified or are warranted at this time.
ST5.1	Riverbank	Develop Intelligent Transportation Systems	City of Riverbank currently operates two message signs to divert traffic and will continue to use as needed.	The City of Riverbank continues to operate two changeable message signs to divert traffic for major events and traffic operations.	Ongoing. The City of Riverbank continues to operate two changeable message signs to divert traffic for major events and traffic operations.

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2012 RACM Timely Implementation Documentation

<u>RACM Commitment</u>	<u>Agency</u>	<u>Measure Title</u>	<u>Measure Description (not verbatim)</u>	<u>Implementation Status</u>	<u>2015 Conformity Analysis for the 2008 Ozone and 2012 PM2.5 Standards</u>
				(as of 4/14)	(as of 8/15)
ST5.9	Riverbank	Bus Pullouts in Curbs for Passenger Loading	City of riverbank will implement this measure as needed as development occurs and transit expands	The bus pullouts has installed on the Oakdale Road. In addition, the transit system uses the crossroads commercial development parking lot as a bus pullout for the commercial center. No additional implementation is warranted at this time.	Ongoing. New bus pullouts installed as warranted.
ST10.2	Riverbank	Bike Racks on Buses	The Riverbank-Oakdale Transit Authority currently is adding bicycle racks to buses and hopes to continue doing so as long funding remains available.	All of the buses have bike racks on them. Bike racks will be ordered for all the new buses. See Project TID Table.	Ongoing. Bike racks will be ordered for all the new buses.
ST17.15	Riverbank	Encourage the purchase and use of alternative, cleaner vehicles	The city of riverbank will continue to purchase cleaner vehicles as funding remains available.	See Project TID Table. The city of Riverbank will continue to purchase cleaner vehicles as funding remains available.	Ongoing. The City of Riverbank will continue to purchase cleaner vehicles as funding remains available.
ST1.4	Turlock	Mass Transit Alternatives	Implement a fixed route bus service, Establish routes and procure a CNG minibus.	The City of Turlock has expanded its fixed routes from two routes to four fixed routes and has increased the number of completed runs per route per day from 12 to 18. The City of Turlock has also increased its fixed route bus fleet from 12 passenger buses to 30 passenger buses. The City of Turlock has completed the purchase of the Minibus and continues to monitor the need for expanded fixed and demand route transit service through the Transit Needs Assessment Process. See Project TID Table.	On-going. The City of Turlock continues to provide 4 fixed route services, and a dial-a-ride service. Turlock will continue to monitor the need for expanded services, as needed. No new routes have been created at this time.
ST10.2	Turlock	Bike Racks on Buses	Bike Rakes on Buses	All currently serviceable buses have bike racks on them and all the new buses will be purchased with the bike racks. See Project TID Table.	Ongoing. Bike racks will be ordered for all the new buses.
ST17.15	Turlock	Encourage the purchase and use of alternative, cleaner vehicles	Purchase of Compressed Natural Gas Vehicles (CNG)	The City has purchased a number of different types of CNG vehicles. The City of Turlock continues to replace gas burning vehicles with CNG Vehicles. Turlock recently purchased 2 additional coaches - expected delivery in July 2010. See Project TID Table.	On-going. The replacement of existing gas burning vehicles with CNG vehicles will be considered as the availability of funding to support these purchases is actualized.

Stanislaus Council of Governments
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<u>RACM Commitment</u>	<u>Agency</u>	<u>Measure Title</u>	<u>Measure Description (not verbatim)</u>	<u>Implementation Status</u>	<u>2015 Conformity Analysis for the 2008 Ozone and 2012 PM2.5 Standards</u>
				(as of 4/14)	(as of 8/15)
ST1.5	Stanislaus County	Expansion of Public Transportation Systems	Expand and enhance existing public transit services. Monitor needs for increased frequencies on heavily used routes; implement as appropriate; implement service as appropriate for newly developed areas.	In August 2007, on a demonstration basis, the County plans to start a hybrid non-emergency medical, student and commuter service to Modesto to Merced and to medical facilities in Madera and Fresno. Services have been expanded to provide morning and afternoon service to the City of Merced. Will continue to monitor needs for increased services. The demonstration, non-emergency medical commuter service was discontinued due to low ridership. However, Stanislaus County Transit's (StaRT) Route 70 currently provides a general public, non-medical, transit service from Modesto to Merced that has proven successful and has been presently maintained.	StaRT continues to monitor this route's performance and make adjustments necessary in order to meet service demand or achieve the Transportation Development Act's farebox recovery requirements.
ST1.7	Stanislaus County	Free transit during special events		The County has expanded the free transit program to include work commutes for City of Modesto and certain Stanislaus County employees.	Ongoing.
ST5.9	Stanislaus County	Bus Pullouts in Curbs for Passenger Loading	Provide Bus Pullouts in curbs, or queue jumper lanes for passenger loading in future developments.	As per the Stanislaus County General Plan, the County will continue to require bus pullouts, shelter, and/or park-and-ride lots on all new developments where appropriate. County Public Works will continue to monitor all new developments to ensure compliance. County has not identified any additional needs at this time.	Ongoing.
ST5.16	Stanislaus County	Adaptive traffic signals and signal timing	Future traffic signal projects will be evaluated to determine if adaptive traffic signals and signal timing can be implemented in a safe and cost-effective manner.	Signals constructed since 2002, as well as all our signals, are as adaptive as technology allows. All of the signals are actuated, the timing is traffic driven during the non-peak hours. During the peak hours, the signal is most likely to operate using the maximum time allotted per phase which has been determined from the traffic study.	Ongoing.
ST10.2	Stanislaus County	Bike Racks on Buses	Bicycle racks would be placed on a to-be-determined number of buses to increase bicycle travel.	All County fixed route transit buses have bike racks. Bike racks will be installed on all new bus purchases. Bike racks have been expanded from 2 to 3 racks per bus.	As of 2014, StaRT has incorporated 2 to 3 bike racks on all fixed-route and dial-a-ride transit buses in operation. Furthermore, all new StaRT buses purchased from this point forward will continue to have 2- to 3-place bike racks pre-installed on the bus.

APPENDIX E
PUBLIC MEETING PROCESS DOCUMENTATION

**STANISLAUS COUNCIL OF GOVERNMENTS
RESOLUTION 15-09
ADOPTING THE STANCOG
2014 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY
(RTP/SCS) AMENDMENT NO. 1, 2015 FEDERAL TRANSPORTATION IMPROVEMENT
PROGRAM (FTIP) AMENDMENT NO. 8 AND THE 2015 CONFORMITY ANALYSIS FOR
THE 2008 OZONE AND 2012 PM2.5 STANDARDS**

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

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

WHEREAS, federal planning regulations require that Metropolitan Planning Organizations prepare and adopt a FTIP for their region; and

WHEREAS, a 2014 RTP/SCS Amendment No. 1 has been prepared in full compliance with federal guidance; and

WHEREAS, a 2014 RTP/SCS Amendment No. 1 has been prepared in accordance with state guidelines adopted by the California Transportation Commission; and

WHEREAS, federal planning regulations require that Metropolitan Planning Organizations prepare and adopt a short range FTIP for their region; and

WHEREAS, the 2015 FTIP Amendment No. 8 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 Stanislaus Council of Governments forum and general public involvement; and

WHEREAS, the 2015 FTIP Amendment No. 8 program listing is consistent with: 1) the 2014 RTP/SCS Amendment No.1; and 2) the 2014 State Transportation Improvement Program; and 3) the 2015 Conformity Analysis for the 2008 Ozone and 2012 PM2.5 Standards; 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 Amendment No. 8 and 2014 RTP/SCS Amendment No.1 meets all applicable transportation planning requirements per 23 CFR Part 450.

WHEREAS, projects submitted in the 2015 FTIP Amendment No. 8 and 2014 RTP/SCS Amendment No. 1 must be financially constrained and the financial plan affirms that funding is available; and

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

WHEREAS, the 2015 Conformity Analysis for the 2008 Ozone and 2012 PM2.5 Standards supports a finding that the 2015 FTIP Amendment No. 8 and 2014 RTP/SCS Amendment No. 1 meet the air quality conformity requirements for carbon monoxide, ozone and particulate matter; and

WHEREAS, the 2014 RTP/SCS Amendment No. 1 and 2015 FTIP Amendment No. 8 do not interfere with the timely implementation of the Transportation Control Measures; and

WHEREAS, the 2014 RTP/SCS Amendment No. 1 and 2015 FTIP Amendment No. 8 conforms to the applicable SIPs; and

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

WHEREAS, a public hearing was conducted on September 16, 2015 to hear and consider comments on the 2014 RTP Amendment No. 1, 2015 FTIP Amendment No. 8, and 2015 Conformity Analysis for the 2008 Ozone and 2012 PM2.5 Standards; and

WHEREAS, a public review and comment period for 30-days was conducted on August 31, 2015 through September 30, 2015 on the 2014 RTP/SCS Amendment No. 1, 2015 FTIP Amendment No. 8, and 2015 Conformity Analysis for the 2008 Ozone and 2012 PM2.5 Standards; and

WHEREAS, The public notice of involvement activities and time established for public review on the FTIP satisfies many regulations including the Program of Projects (POP) requirements of the Federal Transit Administration's Section 5307 Program and 5339 Program; and

NOW, THEREFORE, BE IT RESOLVED, that Stanislaus Council of Governments adopts the 2014 RTP/SCS Amendment No. 1, 2015 FTIP Amendment No. 8 and 2015 Conformity Analysis for the 2008 Ozone and 2012 PM2.5 Standards; and

BE IT FURTHER RESOLVED, that the Stanislaus Council of Governments finds that the 2014 RTP/SCS Amendment No. 1 and 2015 FTIP Amendment No. 8 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 introduced at a regular meeting of the Stanislaus Council of Governments, on the 21st day of October 2015. A motion was made and seconded to adopt the foregoing Resolution. Motion carried and the Resolution was adopted.

MEETING DATE: October 21, 2015


VITO CHIESA, CHAIR

ATTEST:


ROSA DE LEÓN PARK, EXECUTIVE DIRECTOR

APPENDIX F
RESPONSE TO PUBLIC COMMENTS

Response to Public Comments on the Stanislaus Council of Governments (StanCOG) Draft 2015 Federal Transportation Improvement Program Amendment No. 8 (2015 FTIP Amendment No.8) and 2014 Regional Transportation Plan/Sustainable Communities Strategy Amendment No. 1 (2014 RTP/SCS Amendment No.1) and Draft 2015 Conformity Analysis addressing 2008 Ozone and 2012 PM2.5 Standards for the 2014 RTP/SCS and 2015 FTIP

The Stanislaus Council of Governments (StanCOG) Draft 2015 FTIP Amendment No.8 and 2014 RTP/SCS Amendment No.1 and Draft 2015 Conformity Analysis addressing 2008 Ozone and 2012 PM2.5 Standards for the 2014 RTP/SCS and 2015 FTIP were circulated for a 30-day public review and comment period, beginning on August, 31, 2015, and concluding on September 30, 2015. A public hearing was held on September 16, 2015, to elicit further comments on the draft document. One public comment was received at this hearing and three comment letters were submitted to StanCOG during the 30-day public review/comment period. Below is a summary of the public comments and staff's response as well as staff's response to the comment letters received.

Summary of Public Comment from Scott Calkins, Received at the September 16, 2015 Public Hearing

1. 30 days is not enough time for the public to go through all of the material related to this document
2. This was the first time he had seen the scope of the 132 West project including Dakota and Gates Road and changing that section from two to a four lane freeway/expressway; he has not seen this in the scope of the environmental project that has been worked on
3. Where is the budget for an interchange at Dakota, Hart and at Gates
4. How is the project going to deal with the project running into a bird sanctuary
5. There are problems with air quality conformity and why is \$2 billion plus in construction projected for 1300 new lane miles

Staff's Response to Calkins Public Comments:

1. As part of StanCOG's public participation process StanCOG follows the federally mandated public notification and 30-day public review and comment period requirement. The comment is noted.
2. The SR 132 West project from Dakota to Gates was part of the 2014 RTP Tier 1 approved project list (RTP Tier 1 Project # SC62) which also went through the federally mandated public outreach process and comment period and was subsequently approved by StanCOG Policy Board. This amendment includes amending the project with respect to

the portion from Dakota to Gates from two lanes to four lanes. This amendment is to maintain consistency with the overall project alignment of four lanes. This amendment has been circulated to solicit comments on these amendments. This document is a programmatic plan and the public will have additional opportunity to comment during the environmental phase.

3. The RTP Tier 1 identifies Dakota to Gates and the funding is expected to come from the State Transportation Improvement Program (STIP).
4. The RTP Amendment No. 1 has identified the proposed amendments to the plan and is being circulated for comments on these project amendments. All environmental impacts will be the subject of an environmental review and the analysis will include discussion of alignments and any resulting impacts. This document is a programmatic plan and the public will have additional opportunity to comment during the environmental phase of this project.
5. The RTP reflects a program of projects which may be built within the Stanislaus region. The RTP Amendment No. 1 has identified the proposed amendments to the plan and is being circulated for comments on these project amendments. All environmental impacts will be the subject of an environmental review and the analysis will include discussion of air quality conformity. Each project is required to comply with the California Environmental Quality Act (CEQA) as well as the National Environmental Policy Act (NEPA) as applicable. This project as with all other projects will comply with CEQA and NEPA as applicable based on federal and state law. The public will have additional opportunity to comment during the environmental phase of this project.

Comment Letter from Scott Calkins, Received on September 10, 2015 (S.Calkins 9/10/15-)

Staff's Response to S.Calkins 9/10/15:

Response to S.Calkins 9/10/15 - 1:

- As part of StanCOG's public participation process StanCOG follows the federally mandated public notification and 30-day public review and comment period requirement. During the 30-day public review and comment period a public hearing was held, and the item was also presented to the Citizen Advisory Committee and Management and Finance which was open to the public. The electronic versions of the Amendments were made accessible via the StanCOG website and hard copies have been available upon request.

Response to S.Calkins 9/10/15 - 2:

- The commenter notes and is of the opinion that the project list is "capacity enhancement". This project as identified in the 2014 RTP is a congestion management project consistent with the transportation plan for the region as well as an alignment that increases safety as well as reduces congestion.

Response to S.Calkins 9/10/15 - 3:

- The RTP Amendment No. 1 has identified the proposed amendments to the plan and is being circulated for comments on these project amendments. All environmental impacts will be the subject of an environmental review and the analysis will include discussion of air quality conformity. The public will have additional opportunity to comment during the environmental phase of this project.

Response to S.Calkins 9/10/15 - 4:

- The SR 132 West project from Dakota to Gates was part of the 2014 RTP Tier 1 approved project list (RTP Tier 1 Project # SC62) which also went through the federally mandated public outreach process and comment period and was subsequently approved by StanCOG Policy Board. This amendment includes amending the project with respect to the portion from Dakota to Gates from two lanes to four lanes. This amendment is to maintain consistency with the overall project alignment of four lanes. This amendment has been circulated to solicit comments on these amendments. This document is a programmatic plan and the public will have additional opportunity to comment during the environmental phase.
- The lead agency for this project is Stanislaus County and the programming of the funding for this project was based on the County's estimate. Final project costs will be determined during the planning, design and construction bid phase which will require further analysis to determine adequate funding.
- This amendment and circulation for public comment is the public process to consider these proposed amendments. As part of StanCOG's public participation process StanCOG follows the federally mandated 30-day public review and comment period requirement.

Response to S.Calkins 9/10/15 – 5:

- The RTP is a 25-year planning tool prepared by the Metropolitan Planning Organization (MPO) to encourage and promote the safe and efficient management, operation and development of a regional intermodal transportation system that will serve the mobility needs of goods and people. The RTP reflects a program of projects which may be built within the Stanislaus region. The commenter notes and is of the opinion that the project list is "capacity enhancement". This project as identified in the 2014 RTP is a congestion management project consistent with the transportation plan for the region as well as an alignment that increases safety as well as reduces congestion.

Response to S.Calkins 9/10/15 – 6

- Road construction dust has been calculated consistent with the San Joaquin Valley Particulate Matter 10 (PM10) State Implementation Plan (SIP). Each project is required to comply with the California Environmental Quality Act (CEQA) as well as the National Environmental Policy Act (NEPA) as applicable. This project as with all other projects will comply with CEQA and NEPA as applicable based on federal and state law. The RTP Amendment No. 1 has identified the proposed amendments to the plan and are being circulated for comments on these project amendments. All environmental impacts will be the subject of an environmental review and the analysis will include discussion of air quality conformity. The public will have additional opportunity to comment during the environmental phase of this project.

Response to S.Calkins 9/10/15 - 7:

- Comments Noted

Comment Letter from Rhett Calkins, Received on September 28, 2015 (R.Calkins 9/28/15-)

Staff's Response to R.Calkins 9/28/15:

Response to R.Calkins 9/28/15-1:

- As part of StanCOG's public participation process StanCOG follows the federally mandated public notification and 30-day public review and comment period requirement which is consistent with the StanCOG adopted Public Participation Plan. During the 30-day public review and comment period a public hearing was held, and the item was also presented to the Citizen Advisory Committee and Management and Finance which was open to the public. The electronic versions of the Amendments were made accessible via the StanCOG website and hard copies have been available upon request. This amendment and circulation for public comment is part of the public process to consider these proposed amendments. As part of StanCOG's public participation process. This document is a programmatic plan and the public will have additional opportunity to comment during the environmental phase.

Response to R.Calkins 9/28/15-2:

- A stakeholder outreach group known as the Plan Implementation Project ("PIP") Team, comprised of representatives from Caltrans, StanCOG, the public works departments of the local jurisdictions, the Chamber of Commerce, the manufacturers Council for the Central Valley, businesses, the general public and elected officials, met between 2010 and 2014. PIP meetings were held at StanCOG's office, located at 1111 I Street in Modesto. Topics discussed during

the meetings included funding, right-of-way, outreach, traffic control, noise, agricultural concerns, project schedule, project phasing and the scope of technical studies, including the Soil Stockpile Feasibility Study and the Remedial Action Plan for the Caltrans Modesto Soil Stockpiles. PIP meetings were held on the following dates:

- January 19, 2010
- March 24, 2010
- September 30, 2010
- January 26, 2011
- July 27, 2011
- October 26, 2011
- February 22, 2012
- July 31, 2014

Although, the PIP meetings have concluded for this project, StanCOG will continue to engage the public on the status of the project and will be conducting public meetings in early 2016 prior to circulating the draft environmental document for public review and conducting a public hearing.

Response to R.Calkins 9/28/15-3:

- Comment Noted
- The RTP/FTIP Amendments are the proposed amendments to the plans and are being circulated for comments on these project amendments. All environmental impacts will be the subject of an environmental review and the analysis will include discussion of air quality conformity. The public will have additional opportunity to comment during the environmental phase of this project.

Response to R.Calkins 9/28/15-4:

- Extending Altamont Corridor Express Project (ACE) into Modesto and Turlock are reflected as components of the funding investments and projects list in StanCOG's Regional Transportation Plan (RTP Project # RE08 & RE09). StanCOG continues to work with ACE on facilitating the extension of ACE into the Stanislaus region. The ACE components included in the RTP are not the subject of these amendments.

Response to R.Calkins 9/28/15-5:

- In Stanislaus County, the transportation system consists of a variety of travel modes and networks such as highways, roads, public and private transit systems, bicycle and pedestrian pathways, airports, and goods movement corridors.
- StanCOG's investment in corridor projects have been proposed for a number of very important reasons, including but not limited to improving east-west connectivity, promoting more efficient goods movement, reducing traffic congestion and travel delay, and enhancing traffic safety. StanCOG is also

committed to investing in roadway rehabilitation projects, public transit, and bicycle and pedestrian projects with careful consideration of the link between land use and transportation. This investment strategy represents a balanced approach to transportation funding emphasizing a multimodal system with greater access to daily needs as well as an emphasis on efficiently moving people and good within and through the region to help improve and diversify the economy.

- The RTP/FTIP Amendments are the proposed amendments to the plans and are being circulated for comments on these project amendments. This amendment and circulation for public comment is part of the public process to consider these proposed amendments. As part of StanCOG's public participation process StanCOG follows the federally mandated public notification and 30-day public review and comment period requirement which is consistent with the StanCOG adopted Public Participation Plan. During the 30-day public review and comment period a public hearing was held, and the item was also presented to the Citizen Advisory Committee and Management and Finance which was open to the public. The electronic versions of the Amendments were made accessible via the StanCOG website and hard copies have been available upon request.

Response to R.Calkins 9/28/15-6:

- Comments Noted
- As part of StanCOG's public participation process StanCOG follows the federally mandated public notification and 30-day public review and comment period requirement which is consistent with the StanCOG adopted Public Participation Plan. During the 30-day public review and comment period a public hearing was held, and the item was also presented to the Citizen Advisory Committee and Management and Finance which was open to the public. The electronic versions of the Amendments were made accessible via the StanCOG website and hard copies have been available upon request.

Response to R.Calkins 9/28/15 - 7 through10:

- See response to comments 1-6. Comment Noted

Comment Letter from Patrick Cavanah, Stanislaus County Environmental Review Committee (ERC), Received on September 30, 2015

In his letter Mr. Cavanah, on behalf of the ERC, stated that after the ERC reviewed this item they had no comments.

PUBLIC COMMENTS

September 10, 2015

To: StanCOG and other interested agencies

From: Scott Calkins, citizen of Stanislaus County

RE: Public comments to be added to the Draft 2015 FTIP Amendment No. 8, Draft 2014 RTP/SCS Amendment No.1, and Draft 2015 Conformity Analysis for 2008 Ozone and 2012 PM2.5 Standards.

I have taken a sincere interest in trying to understand and follow the work of StanCOG for more than five years. My interest is driven by a number of factors, but the agencies desire to pursue a flawed and unnecessary expansion/realignment of SR132West continues to motivate me to struggle through these documents. The documents produced by StanCOG do not clearly inform the public of the consequences of the transportation decisions they are making, or the possible alternatives. As usual these current documents raise a number of concerns. First among those is that important decisions regarding major projects like SR 132-West are made with no public input. Second, that the project list is still dominated by very expensive “capacity enhancement” for freeways/expressways that lack both clear funding and local public support. And perhaps most important StanCOG’s questionable modeling that claims compliance to air quality regulations strains credibility beyond any reasonable limit. These amendments make it even clearer that StanCOG is moving in the direction of a fiscally and environmentally irresponsible construction binge. It is difficult to imagine that a responsible agency could review this set of documents and approve the attached air quality conformity analysis. Current studies suggest that if StanCOG is allowed to move forward with more than 1,300 new lane miles by 2020 they will induce even greater numbers of single occupancy vehicles and commercial truck traffic. Residential home developers in the Central Valley are famous for encouraging sprawl aimed at attracting long distance super-commuters stretched for miles along the type of freeway/expressway corridors proposed in these documents. Unfortunately, Stanislaus County residents already face a health care crisis driven by living in a “non-attainment” area for air quality. StanCOG should move beyond the “capacity enhancement” projects that are proven to induce single occupancy vehicles and commercial trucking and replace them with mass transit and multi mode options that can provide transportation alternatives, improve air quality and public health in the San Joaquin Valley.

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2 Con't

The first issue of concern appears in the 2014 RTP/SCS Amendment No. 1, which includes the following change.

- SR-132 West: Dakota to Gates (SC62) -Amends project open to traffic year from 2020 to 2026, and changes Project Scope from “Construct new 2-lane alignment on existing Right of Way” to “Construct 4-lane divided expressway or freeway”.

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I was surprised by the SR-132 West amendment for a number of reasons that deserve some explanation by StanCOG. As mentioned earlier, the SR-132 West project is at the core of my interest in attempting to follow the planning process of both StanCOG and Caltrans. I have attended every meeting since 2010 where any member of the public could reasonably imagine the SR 132 West project might be discussed. At none of those meetings was the section of SR-132 West from Dakota to Gates ever discussed as an agenda item, or as part of the scope of this project. I do not believe that any plan shown to the public has included anything about this project beyond Dakota Avenue. If this section of the project has been discussed by members of the StanCOG policy board, its staff and Caltrans then the public is entitled to complete disclosure of when and where the meetings were held and who was present, as well as copies of meeting minutes and how they arrived at the total cost of \$55,369,400. This section is currently a two lane rural highway aligned with Maze Boulevard, which does not require expensive interchanges to accommodate North and South movement of traffic. It is hard to imagine that anyone responsibly advocating this section be built-out to four lanes would do it without two, or perhaps three interchanges which would likely add to its cost something between one hundred and two hundred million dollars. In addition, before a single dollar is spent on construction StanCOG should make it clear to the public what would happen to this four-lane project beyond Gates Road where it runs into the San Joaquin River National Wildlife Refuge. Jeanette Fabela, senior planner is the only one whose name appears on the amendment and perhaps she failed to recognize the string of consequences for this off-the-cuff addition to the project's scope. It is certainly my experience that StanCOG and Caltrans have failed completely to "establish a proactive public involvement process" when it comes to making any important decisions regarding any phase of the SR-132 West project. I contend this specific amendment is yet another end-run attempt by StanCOG to avoid public participation and environmental requirements that should be fulfilled before any phase of this project begins. Indeed anyone who is not incredibly vigilant and blessed with all of the skills of the best Pulitzer winning investigative reporter will be left completely in the dark regarding how any decisions are being made by StanCOG and Caltrans. Therefore, I make a specific request that this amendment be removed from this document until after well-advertised public meetings can be held to discuss the serious consequences of this change in project scope and budget for SR132 West.

4 Con't

The second concern is StanCOG's overwhelming emphasis on "capacity enhancement" in their Tier 1 Roadway Projects. In a very long list that claims total Tier 1 Roadway costs of \$2,716,501,300 only three projects are identified as "alternative mode". I request that StanCOG provide a report to the public that shows the percentage of all funding spent on "capacity enhancement" and how their numbers compare to other MPOs that are located in non-attainment areas of California. It is also stated in the report that these projects will result in 1370 lane miles being added in Stanislaus County by 2020. The percentage of new lane miles being added should also be compared to other MPOs in non-attainment areas in order for Stanislaus County residents to understand what StanCOG is asking from them both in the short term and in the long term for increased system maintenance and effect on air quality. Like any set of statistics there are plenty of reasons to question the accuracy of estimates for things like "road construction dust"

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presented in the conformity analysis. The report claims emissions of 701.399 tons/year for 15 years based on 354 acres disturbed. I request clear data showing how StanCOG kept the acres disturbed to only 354 given the number of capacity increasing projects (1370 new lane miles) and the nature of construction. While it is incredibly clear that “capacity enhancement” is the primary objective for members of the policy board, it is anything but clear that the public is well informed of the economic and environmental consequences of this construction binge. Again, there should be better-advertised meetings and more time for public comment before moving forward.

6 Con't

The professional staff at StanCOG must be aware of current policy briefs like the one published by the California Environmental Protection Agency Air Resources Board on September 30, 2014, titled *Impact of Highway Capacity and Induced Travel on Passenger Vehicle Use and Greenhouse Gas Emissions*. This report provides some insights on how misguided “capacity enhancing” projects are when it comes to reducing congestion. There is now a well-documented connection between capacity expansion and “induced travel” that has been confirmed by a number of studies. The following quote summarizes just a few of the findings in this brief.

“Increased highway capacity can lead to increased VMT in the short run in several ways: if people shift from other modes to driving, if drivers make longer trips (by choosing longer routes and/or more distant destinations), or if drivers make more frequent trips. Longer term effects may also occur if households and businesses move to more distant locations or if development patterns become more dispersed in response to the capacity increase.”

The full brief should be required reading before any responsible person makes a decision on StanCOG’s current amendments and air quality analysis.

http://www.arb.ca.gov/cc/sb375/policies/hwycapacity/highway_capacity_brief.pdf

Those who endorse this set of amendments and air quality conformity analysis should explain why this plan does not represent public policy malpractice that will subject already vulnerable Stanislaus County residents to many more decades of declining air quality. Los Angeles County gives us the mirror to look into and demonstrates the mistake to avoid: you can not build your way out of a congestion and air quality problem with more freeways. According to the American Lung Association State of the Air 2015, Stanislaus County earned an F for ozone, an F for 24hr particle pollution, and an F for annual particle pollution. In the same report the Lung Association identifies one hundred and twenty six thousand residents in Stanislaus County who are diagnosed with medical conditions from pediatric asthma to cardiovascular disease that make them especially vulnerable to bad air quality. These residents and their families should be made aware of StanCOG’s construction binge and the decades of harmful effects on air quality they will be exposed to.

The fact that StanCOG staff was apparently able to manipulate something called “Cube traffic modeling software” to demonstrate conformity to air quality in spite of a project list that can only be described as go-for-broke will surprise no one who has followed their

work in the past. Cube can apparently provide staff and politicians cover by allowing them the ability to manipulate any number of values to claim the holy grail of “conformity”. The Federal Highway Administration should be cautious when reviewing the conformity analysis in this report because it seriously strains credibility given the massive expansion of lane miles. Unfortunately, it will at some point be impossible to reverse the negative side effects produced by these projects and those who can afford to will leave the San Joaquin Valley to seek healthier air quality for their families. Families with fewer resources will just have to stay and endure the miserable air quality made possible by the miracle of Cube modeling.



6 Con't

Postscript:

I spoke to Jeanette Fabela after attending the StanCOG policy board meeting on September 16th, which included a public hearing for these documents. Jeanette Fabela addressed the policy board during the hearing to reassure that projects would not be disrupted by “lockdown” if this package of amendments and air quality conformity were approved. She wanted to reassure elected members of the policy board that staff would move forward in a manner that she described as “business as usual”. After the meeting adjourned she thanked me for the comments I made. We then had a conversation about the projects listed in the document and their potential to have a negative effect on air quality. She claimed the MPO is basically given a certain amount of pollution credit and then it is up to the staff to maximize that credit to fulfill the policy board’s ambitions for new roadway projects. She and I also spoke about the origin of the amendment to the SR 132 West project and she claimed the changes came at the request of Stanislaus County public works. She claimed to have no specific knowledge of why the project was being changed and that if I had questions it would be necessary to make an appointment to meet with someone from Stanislaus County’s public works department. I have checked Stanislaus County’s public works website and nothing there indicates they are working on the SR132 West project. Jeanette Fabela seemed willing to admit that her work has little to do with actual planning and is primarily programming funding. It is ironic that so many staff members at StanCOG like to be referred to as planners when it is apparent they have little specific information to share with the public about project planning. I will grant that this is business as usual for StanCOG who consistently make public participation in meaningful planning decisions nearly impossible.

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StanCOG,

(RbC) 9-28-2015

Here are my comments to draft 2015 FTIP amendment No. 8, Draft 2014 RTP/SCS Amendment No. 1, and Draft 2015 Conformity Analysis for 2008 Ozone and 2012 PM2.5 Standards for Interagency Consultation **and Public Review**.

1. I have not been consulted for review. I think it is required to involve the public. I am an active participant in StanCOG meetings. What is all this? Many substantial changes that increase congestion, worsen air quality, negatively impact un-represented public have been proposed. This is without notice. This notice appears to simply to announce the changes within a cryptic piled PDF, that is a product of interagency review. I am not an expert in air quality or traffic congestion, however I have been a resident of this county for 5 decades. I am an expert citizen. I can download at 4 Mbps. How can an FTIP, RTP/SCS, and air quality conformity take a U-turn in 30 days? The FTA/FHWA should reject this action. What kind of government do we have when the public is not invited to the process? This citizen has a decent computer with fair to good internet access. 1

2. I have been invited to be a member of the PIP for SR132. No meetings have been held for the PIP or the public for over one year. The substantial changes are made in this POP without review of the PIP or the public. Don't ask me what a PIP is. It is some sort of team for the sr132 project that is populated by special interest people. I think I have a special interest, and I thought I was placed on the PIP officially. Perhaps I was placed on the PIP and then it was disbanded. Perhaps it popped. It is obvious that many changes have been planned without the PIP. The POP is the Program of Projects, as I understand from my limited research on the internet. 2

3. Air quality seems to get no attention in StanCOG. Money is spent on a consulting firm that spends a lot of time promoting itself and a few minor air quality effecting accomplishments. I think the money has to be spent so that StanCOG can say that they are making some effort. The real value of this work seems to be zero. The real impact that nets out negative is that air quality and traffic modeling can assume people are modifying their habits. To encourage the public at large to ride a bike, take a bus, carpool, or vanpool, in numbers that would affect air quality, takes a very large effort. The effort here is zero. The presentations by the consultants are odd. Cartoons and sound effects seem out of place, but provide filler for lack of substance. Is this a show? Do StanCOG board members enjoy "grand" (cost several grand, for sure) power-point presentations? I guess this is what happens when you absolutely have to spend money to no effect. Hundreds of thousands of dollars each year. Gone, but it was mandatory. Odd for sure. 3

4. Why is there no mention of bringing the Altamont Corridor Express (ACE Train) to this county? Is StanCOG not planning to fund this effort? Is the ACE extension just a talking point with no funding out of all the transportation money flowing through StanCOG's planning and control? 4

How will any of us get over the Altamont without a marathon drive in individual vehicles? Could we plan for a bathroom stop at Mapes Ranch on the new alignment of sr132? Common sense has no place at StanCOG. Leave the ACE train for other counties, so the people with common sense can wonder what happened here.

5. Why are we building “corridors”? Did roads not work? Our roads need attention. How can we afford all the consultants money spent on sr132, North County Corridor, and South County Corridor? Each year StanCOG spends millions of dollars of taxpayers money studying how to change roads into corridors. What will this do for us? I think the public should be involved in the discussion. The public doesn’t want to be involved in the unveiling of plans out from behind closed doors. This revision to the FTIP, RTP/SCS, and Air quality conformity is simply another example. I am sure that the discussions have taken place. The public paid for the discussions, donuts, coffee, lunch, and dinner, but we were not invited. 5
6. StanCOG staff, City staff, County staff, consultants, CalTrans, Board members, collectively outnumber the public by an embarrassing margin at most meetings. Many notable meetings, I have been THE ONLY MEMBER OF THE PUBLIC! How can StanCOG claim to have a public process? I am embarrassed by my fellow citizen. However, it is very difficult to get to a meeting, find out about it, find it, park, find a chair, hear, see, understand, find a restroom, and have any input. Sadly, greater good can be had by simply taking a walk. In reality most probably watch reality TV, with their dog and family, close to their fridge, and a working toilet, since too much time has been spent in haphazard multi-modal traffic already. Watching policy makers chat, where the real discussion has occurred somewhere else, are hard to appreciate from a functionally deaf/blind seat, with no access to the bottled water, coffee, and cookies. 6
7. Time for real public participation. Time for a real plan. This is a county full of real people. They need to be a part of governing. They all have input. They input real money into the government. Who is running the government? Where are the meetings? 7
8. Reject this last minute collection of Amendments. 8
9. The public was not involved. The public is not involved. Public money was spent. 9
10. Thank you, Rhett Calkins. Hughson area, Stanislaus County, CA. 10



CHIEF EXECUTIVE OFFICE

Stan Risen
Chief Executive Officer

Patricia Hill Thomas
**Chief Operations Officer/
Assistant Executive Officer**

Keith D. Boggs
Assistant Executive Officer

Jody Hayes
Assistant Executive Officer

1010 10th Street, Suite 6800, Modesto, CA 95354
Post Office Box 3404, Modesto, CA 95353-3404

Phone: 209.525.6333 Fax 209.544.6226

STANISLAUS COUNTY ENVIRONMENTAL REVIEW COMMITTEE

September 30, 2015

Jeanette Fabela, Senior Planner
StanCOG
1111 I Street, Suite 308
Modesto, CA 95354

SUBJECT: ENVIRONMENTAL REFERRAL – STANCOG – AVAILABILITY OF DRAFT FTIP AMENDMENT NO. 8, DRAFT 2014 RTPS/SCS AMENDMENT NO. 1, AND DRAFT 2015 CONFORMITY ANALYSIS FOR 2008 OZONE AND 2012 PM2.5 STANDARDS FOR INTERAGENCY CONSULTATION AND PUBLIC REVIEW

Ms. Fabela:

Thank you for the opportunity to review the above-referenced project.

The Stanislaus County Environmental Review Committee (ERC) has reviewed the subject project and has no comments at this time.

The ERC appreciates the opportunity to comment on this project.

Sincerely,

Patrick Cavanah
Management Consultant
Environmental Review Committee

PC:ss

cc: ERC Members

ATTACHMENT 5

**PUBLIC NOTICE, PUBLIC COMMENTS,
RESPONSE TO PUBLIC COMMENTS, AND ADOPTION RESOLUTION**

PUBLIC NOTICE

Affidavit of Publication

PUBLIC NOTICE

STATE OF CALIFORNIA,
County of Stanislaus

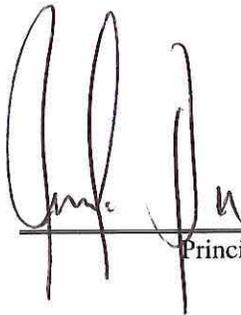
JENNIFER PARGA

Of the said County, being duly sworn, deposes and says:

I am a citizen of the United States and a resident of the county aforesaid; I am over the age of twenty-one years, and not a party to or interested in the above entitled matter. I am the principal clerk of THE CERES COURIER, 138 South Center Street, Turlock, California, a newspaper of general circulation, published in Ceres, California in the City of Ceres, County of Stanislaus, and which newspaper has been adjudged a newspaper of general circulation, by the Superior Court of the County of Stanislaus, State of California. That the notice, of which the annexed is a printed copy (set in type not smaller than nonpareil), has been published in each regular and entire issue of said newspaper and not in any supplement

AUG 26, 2015

I certify (or declare) under penalty of perjury that the foregoing is true and correct. This 26th day of AUG 2015



Principal Clerk of the Printer

STANISLAUS COUNCIL OF GOVERNMENTS (STANCOG) NOTICE OF PUBLIC HEARING AND PUBLIC REVIEW AND COMMENT PERIOD

THE DRAFT FORMAL
AMENDMENT NO.8 TO
THE 2015 FEDERAL
TRANSPORTATION
IMPROVEMENT
PROGRAM (FTIP)
AND DRAFT FORMAL
AMENDMENT NO.1 TO
THE 2014 REGIONAL
TRANSPORTATION
PLAN/SUSTAINABLE
COMMUNITIES
STRATEGY (RTP/SCS)
AND CORRESPONDING
DRAFT CONFORMITY
ANALYSIS

NOTICE IS HEREBY GIVEN that StanCOG will hold a public hearing on September 16, 2015 at 6:00 p.m. at StanCOG office, 1111 I Street, Suite 308, Modesto, CA 95354, regarding the draft Formal Amendment No.8 to the 2015 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM (FTIP) as well as the draft Formal Amendment No.1 to the 2014 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY (RTP/SCS) and corresponding draft Conformity Analysis. The purpose of the public hearing is to receive public comments on these documents.

The FTIP is a listing of capital improvements, and operational expenditures utilizing federal and state monies anticipated to be used in Stanislaus Region during the next four years, federal fiscal years 2014/15, 2015/16, 2016/17 and 2017/18. The 2014 RTP/SCS is a long-term coordinated transportation/land use strategy to meet Stanislaus Region's transportation needs out to the year 2040. The Draft 2014 RTP/SCS Amendment No.1 updates project open to traffic year, project scope, and replaces one project. The 2014 RTP/SCS remains financially constrained. An Environmental Impact Report Supplement is not necessary as the project changes remain consistent with the 2014 RTP/SCS EIR. The corresponding Conformity Analysis contains the documentation to support a finding that the draft Amendment No.8 to 2015 FTIP and draft Amendment No.1 to 2014 RTP meets the air quality

PUBLIC NOTICE

conformity requirements for carbon monoxide, ozone and particulate matter. A concurrent 30-day public review and comment period will commence on August 31, 2015 and conclude on September 30, 2015. The draft documents are available for review at the StanCOG Office, located at 1111 I Street Suite 308, Modesto, CA 95354 or on the StanCOG website www.stancog.org.

This public notice also satisfies the Program of Projects (POP) requirements of the Federal Transit Administration (FTA) Urbanized Area Formula Program, Section 5307 and 5339. If no comments are received on the proposed POP, the proposed transit program (funded with FTA 5307 and FTA 5339 dollars) will be the final program. Public comments are welcomed at the meeting, or may be or may be submitted in writing. Written comments received at the StanCOG office by 3:00 p.m., September 30, 2015, will be made a part of the record. Further information may be obtained by contacting Jeanette Fabela, Senior Planner, StanCOG Office, 1111 I Street, Suite 308, Modesto, or by calling 525-4600. The StanCOG Policy Board is scheduled to adopt Formal Amendment No. 8 to the 2015 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM (FTIP) as well as Formal Amendment No. 1 to the 2014 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY (RTP/SCS) and corresponding Conformity Analysis at its October 21, 2015 Policy Board meeting. The Policy Board meeting is to be held in the StanCOG Policy Board Room located at 1111 I Street, Suite 308, in Modesto, CA at 6:00 PM. Contact Person: Jeanette Fabela, Senior Planner 1111 I Street, Suite 308, Modesto, CA 95354 209.525.4600 jfabela@stancog.org 8/26/2015

Affidavit of Publication

STATE OF CALIFORNIA }
County of Stanislaus } ss.

Lisa Freitas

Hughson Chronicle

Here-un-to being first duly sworn, deposes and says that all time hereinafter mentioned he/she was a citizen of the United States over the age of twenty-one (21) years, and doing business in said county, not interested in the matter of the attached publication, and is competent to testify in said matter, that he/she was at and during all said time the principal clerk to the printer and publisher of the

HUGHSON CHRONICLE

a legal newspaper of general circulation published weekly in Hughson in said County of Stanislaus, State of California: that said

HUGHSON CHRONICLE

is and was at all times herein mentioned, a newspaper of general circulation as that term is defined by Section 6000 of the Government Code, and as provided by said section and so adjudicated by Decree No. 41926 by the Superior Court of Stanislaus County, State of California, is published for the dissemination of local and telegraphic news and intelligence of a general character, have a bonafide subscription list of paying subscribers, and is not devoted to the interest, or published for the entertainment or instruction of a particular class, profession, trade, calling, race or denomination: or for the entertainment and instruction of any number of such classes, professions, trades, callings, races or denominations: that at all times said newspaper has been established, in Hughson; in said County and State, at regular intervals for more than one year preceding the first publication of the notice herein mentioned, that said notice was set in type not smaller than nonpareil and was preceded with words printed in blackface type not smaller than nonpareil, describing and expressing in general terms, the purport and character of the notice intended to be given

Legal # 1369

Notice of Public Hearing
Publish Dates: August 25, 2015

of which named annexed is a printed copy, was published and printed in said

HUGHSON CHRONICLE

at least 1 time, commencing on the 25th of August 2015 and ending on the 25th of August 2015 the days inclusive, and as often during said time as said newspaper was regularly issued, to wit:

I declare under penalty of perjury under the laws of the State of California that the foregoing is true and correct.

Dated this 26th day of August 2015



PRINCIPAL CLERK OF THE PRINTER

Legal # 1369

**STANISLAUS COUNCIL
OF GOVERNMENTS
(STANCOG)
NOTICE OF PUBLIC
HEARING AND PUBLIC
REVIEW AND COMMENT
PERIOD**

**THE DRAFT FORMAL
AMENDMENT NO.8 TO
THE 2015 FEDERAL
TRANSPORTATION IM-
PROVEMENT PROGRAM
(FTIP) AND DRAFT FOR-
MAL AMENDMENT NO.1
TO THE 2014 REGIONAL
TRANSPORTATION
PLAN/SUSTAINABLE
COMMUNITIES STRAT-
EGY (RTP/SCS) AND
CORRESPONDING
DRAFT CONFORMITY
ANALYSIS**

**NOTICE IS HEREBY
GIVEN that StanCOG will
hold a public hearing on
September 16, 2015 at
6:00 p.m. at StanCOG of-
fice, 1111 I Street, Suite
308, Modesto, CA 95354,
regarding the draft Formal
Amendment No.8 to the
2015 FEDERAL TRANS-
PORTATION IMPROVE-
MENT PROGRAM (FTIP)
as well as the draft Formal
Amendment No.1 to the
2014 REGIONAL TRANS-
PORTATION PLAN/SUS-
TAINABLE
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EGY (RTP/SCS) and cor-**

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- The corresponding Conformity Analysis contains the documentation to support a finding that the draft Amendment No.8 to 2015 FTIP and draft Amendment No.1 to 2014 RTP meets the air quality conformity requirements for carbon monoxide, ozone and particulate matter.

A concurrent 30-day public review and comment period will commence on August 31, 2015 and conclude on September 30, 2015. The draft documents are available for review at the StanCOG Office, located at 1111 I Street Suite 308, Modesto, CA 95354 or on the StanCOG website www.stancog.org.

This public notice also satisfies the Program of Projects (POP) requirements of the Federal Transit Administration (FTA) Urbanized Area Formula Program, Section 5307 and 5339. If no comments are received on the proposed POP, the proposed transit program (funded with FTA 5307 and FTA 5339 dollars) will be the final program.

Public comments are welcomed at the meeting, or may be or may be submitted in writing. Written comments received at the StanCOG office by 3:00 p.m., September 30, 2015, will be made a part of the record.

Further information may be obtained by contacting Jeanette Fabela, Senior Planner, StanCOG Office, 1111 I Street, Suite 308, Modesto, or by calling 525-4600.

The StanCOG Policy Board is scheduled to adopt Formal Amendment No. 8 to the 2015 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM (FTIP) as well as Formal Amendment No. 1 to the 2014 REGIONAL

TRANSPORTATION
PLAN/SUSTAINABLE
COMMUNITIES STRAT-
EGY (RTP/SCS) and cor-
responding Conformity
Analysis at its October 21,
2015 Policy Board meet-
ing. The Policy Board
meeting is to be held in the
StanCOG Policy Board
Room located at 1111 "I"
Street, Suite 308, in
Modesto, CA at 6:00 PM.
Contact Person:
Jeanette Fabela, Senior
Planner
1111 I Street, Suite 308,
Modesto, CA 95354
209.525.4600
jfabela@stancog.org
Publish date: 08-25-2015

**DECLARATION OF PUBLICATION
(C.C.P. S2015.5)**

**COUNTY OF STANISLAUS
STATE OF CALIFORNIA**

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 entitle matter. I am a printer and Principal clerk of the publisher of THE MODESTO BEE, printed in the City of MODESTO, County of STANISLAUS, State of California, daily, for which said newspaper has been adjudged a newspaper of general circulation by the Superior Court of the County of STANISLAUS, State of California, Under the date of February 25, 1951, Action No. 46453; that the notice of which the annexed is a printed copy, has been published in each issue there of on the following dates, to wit:

Aug 26, 2015

I certify (or declare) under penalty of perjury That the foregoing is true and correct and that This declaration was executed at

MODESTO, California on

August 26th, 2015

(By Electronic Facsimile Signature)



STANISLAUS COUNCIL OF GOVERNMENTS (STANCOG) NOTICE OF PUBLIC HEARING AND PUBLIC REVIEW AND COMMENT PERIOD

Suite 308, in Modesto, CA at 6:00 PM.

Contact Person: Jeanette Fabela, Senior Planner
1111 I Street, Suite 308, Modesto, CA 95354
209.525.4600
jfabela@stancog.org
Pub Dates 8-26-15

THE DRAFT FORMAL AMENDMENT NO.8 TO THE 2015 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM (FTIP) AND DRAFT FORMAL AMENDMENT NO.1 TO THE 2014 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY (RTP/SCS) AND CORRESPONDING DRAFT CONFORMITY ANALYSIS

NOTICE IS HEREBY GIVEN that StanCOG will hold a public hearing on September 16, 2015 at 6:00 p.m. at StanCOG office, 1111 I Street, Suite 308, Modesto, CA 95354, regarding the draft Formal Amendment No.8 to the 2015 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM (FTIP) as well as the draft Formal Amendment No.1 to the 2014 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY (RTP/SCS) and corresponding draft Conformity Analysis. The purpose of the public hearing is to receive public comments on these documents.

- The FTIP is a listing of capital improvements, and operational expenditures utilizing federal and state monies anticipated to be used in Stanislaus Region during the next four years, federal fiscal years 2014/15, 2015/16, 2016/17 and 2017/18.

The 2014 RTP/SCS is a long-term coordinated transportation/land use strategy to meet Stanislaus Region's transportation needs out to the year 2040. The Draft 2014 RTP/SCS Amendment No.1 updates project open to traffic year, project scope, and replaces one project. The 2014 RTP/SCS remains financially constrained. An Environmental Impact Report Supplement is not necessary as the project changes remain consistent with the 2014 RTP/SCS EIR.

- The corresponding Conformity Analysis contains the documentation to support a finding that the draft Amendment No.8 to 2015 FTIP and draft Amendment No.1 to 2014 RTP meets the air quality conformity requirements for carbon monoxide, ozone and particulate matter.

A concurrent 30-day public review and comment period will commence on August 31, 2015 and conclude on September 30, 2015. The draft documents are available for review at the StanCOG Office, located at 1111 I Street Suite 308, Modesto, CA 95354 or on the StanCOG website www.stancog.org.

This public notice also satisfies the Program of Projects (POP) requirements of the Federal Transit Administration (FTA) Urbanized Area Formula Program, Section 5307 and 5339. If no comments are received on the proposed POP, the proposed transit program (funded with FTA 5307 and FTA 5339 dollars) will be the final program.

Public comments are welcomed at the meeting, or may be or may be submitted in writing. Written comments received at the StanCOG office by 3:00 p.m., September 30, 2015, will be made a part of the record.

Further information may be obtained by contacting Jeanette Fabela, Senior Planner, StanCOG Office, 1111 I Street, Suite 308, Modesto, or by calling 525-4600.

The StanCOG Policy Board is scheduled to adopt Formal Amendment No. 8 to the 2015 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM (FTIP) as well as Formal Amendment No. 1 to the 2014 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY (RTP/SCS) and corresponding Conformity Analysis at its October 21, 2015 Policy Board meeting. The Policy Board meeting is to be held in the StanCOG Policy Board Room located at 1111 "I" Street,

PROOF OF PUBLICATION

(2015.5 C. C. P.)

STATE OF CALIFORNIA,

County of Stanislaus

I am a citizen of the United States and a resident of the county aforesaid; I am over the age of twenty-one years, and not a party to or interested in the above entitled matter. I am the principal clerk of THE OAKDALE LEADER, 122 South Third Avenue, Oakdale, California, a newspaper of general circulation, published in Oakdale, California in the City of Oakdale, County of Stanislaus, and which newspaper has been adjudged a newspaper of general circulation, by the Superior Court of the County of Stanislaus, State of California. That the notice, of which the annexed is a printed copy (set in type not smaller than nonpareil), has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to-wit:

September 2, in the year 2015

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

Dated at Oakdale,

This 2nd day of September 2015.



Signature

This space is for the County Clerk's Filing Stamp

Proof of Publication of

PUBLIC NOTICE AMENDING FTIP

**PUBLIC NOTICE
STANISLAUS COUNCIL
OF GOVERNMENTS
(STANCOG)
NOTICE OF PUBLIC
HEARING AND
PUBLIC REVIEW AND
COMMENT PERIOD
THE DRAFT FORMAL
AMENDMENT NO.8 TO
THE 2015 FEDERAL
TRANSPORTATION
IMPROVEMENT
PROGRAM (FTIP)
AND DRAFT FORMAL
AMENDMENT NO.1 TO
THE 2014 REGIONAL
TRANSPORTATION
PLAN/SUSTAINABLE
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AND CORRESPONDING
DRAFT CONFORMITY
ANALYSIS**

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PROOF OF PUBLICATION
(2015.5 C.C.P)

STATE OF CALIFORNIA
County of Stanislaus

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 Patterson Irrigator, a newspaper of general circulation, printed and published once a week on Thursdays, in the city of Patterson, California, County of Stanislaus, and which newspaper has been adjudged a newspaper of general circulation by the Superior Court, of the County of Stanislaus, State of California, under the date of June 23, 1952, Case Number 47304; that the notice, of which the annexed is a printed copy (set in type not smaller than nonpareil), has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to -wit:

8/27

all in the year 2015

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

Dated at Patterson, California, this 27
day of August, 2015

Debbie De la Rosa
Signature

STANISLAUS COUNCIL OF GOVERNMENTS (STANCOG) NOTICE OF PUBLIC HEARING AND PUBLIC REVIEW AND COMMENT PERIOD

THE DRAFT FORMAL AMENDMENT NO.8 TO THE 2015 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM (FTIP) AND DRAFT FORMAL AMENDMENT NO.1 TO THE 2014 REGIONAL TRANSPORTATION PLAN/ SUSTAINABLE COMMUNITIES STRATEGY (RTP/SCS) AND CORRESPONDING DRAFT CONFORMITY ANALYSIS

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Further information may be obtained by contacting Jeanette Fabela, Senior Planner, StanCOG Office, 1111 I Street, Suite 308, Modesto, or by calling 525-4600.

The StanCOG Policy Board is scheduled to adopt Formal Amendment No. 8 to the 2015

FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM (FTIP) as well as Formal Amendment No. 1 to the 2014 REGIONAL TRANSPORTATION PLAN/ SUSTAINABLE COMMUNITIES STRATEGY (RTP/SCS) and corresponding Conformity Analysis at its October 21, 2015 Policy Board meeting. The Policy Board meeting is to be held in the StanCOG Policy Board Room located at 1111 "I" Street, Suite 308, in Modesto, CA at 6:00 PM.

Contact Person:
Jeanette Fabela, Senior Planner
1111 I Street, Suite 308, Modesto,
CA 95354
209.525.4600
jfabela@stancog.org

8/27

iling stamp

lic

PROOF OF PUBLICATION

(2015.5 C. C. P.)

STATE OF CALIFORNIA,

County of Stanislaus

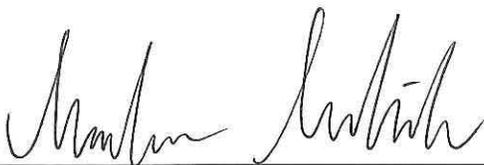
I am a citizen of the United States and a resident of the county aforesaid; I am over the age of twenty-one years, and not a party to or interested in the above entitled matter. I am the principal clerk of THE RIVERBANK NEWS, 122 South Third Ave, Oakdale, California, a newspaper of general circulation, published in Riverbank, California in the City of Riverbank, County of Stanislaus, and which newspaper has been adjudged a Newspaper of general circulation, by the Superior Court of the County of Stanislaus, State of California. That the Notice, of which the annexed is a printed copy (set in type not smaller than nonpareil), has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to-wit:

September 2, in the year 2015.

I certify or declare under penalty of perjury that the Foregoing is true and correct.

Dated at Riverbank, California

This 2nd day of September 2015.



Signature

This space is for the County Clerk's Filing Stamp

Proof of Publication of

PUBLIC NOTICE AMENDING FTIP

**PUBLIC NOTICE
STANISLAUS COUNCIL
OF GOVERNMENTS
(STANCOG)**

**NOTICE OF PUBLIC
HEARING AND
PUBLIC REVIEW AND
COMMENT PERIOD
THE DRAFT FORMAL
AMENDMENT NO.8 TO
THE 2015 FEDERAL
TRANSPORTATION
IMPROVEMENT
PROGRAM (FTIP)
AND DRAFT FORMAL
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September 2, 2015
RN #15-101

Affidavit of Publication

PUBLIC NOTICE

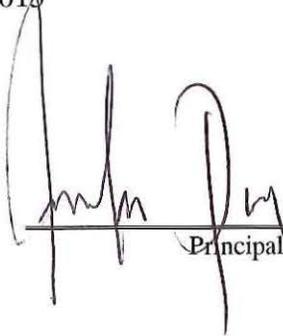
STATE OF CALIFORNIA,
County of Stanislaus

JENNIFER PARGA

Of the said County, being duly sworn, deposes and says:

I am a citizen of the United States and a resident of the county aforesaid; I am over the age of twenty-one years, and not a party to or interested in the above entitled matter. I am the principal clerk of THE TURLOCK DAILY JOURNAL, 138 South Center Street, Turlock, California, a newspaper of general circulation, published in Turlock, California in the City of Turlock, County of Stanislaus, and which newspaper has been adjudged a newspaper of general circulation, by the Superior Court of the County of Stanislaus, State of California. That the notice, of which the annexed is a printed copy (set in type not smaller than nonpareil), has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following **AUG 26, 2015**

I certify (or declare) under penalty of perjury that the foregoing is true and correct, this 26th day of AUG 2015



Principal Clerk of the Printer

STANISLAUS COUNCIL
OF GOVERNMENTS
(STANCOG)
NOTICE OF PUBLIC
HEARING AND PUBLIC
REVIEW AND COMMENT
PERIOD
THE DRAFT FORMAL
AMENDMENT NO.8 TO
THE 2015 FEDERAL
TRANSPORTATION
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PUBLIC NOTICE

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Contact Person:
Jeanette Fabela, Senior Planner 1111 I Street, Suite 308, Modesto, CA 95354
209.525.4600
jfabela@stancog.org
8/26/2015

**DECLARATION OF PUBLICATION
(C.C.P. S2015.5)**

**COUNTY OF STANISLAUS
STATE OF CALIFORNIA**

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 a printer and principal clerk of the publisher of **THE MODESTO BEE**, which has been adjudged a newspaper of general circulation by the Superior Court of the County of STANISLAUS, State of California, under the date of **February 25, 1951, Action No. 46453**. The notice of which the annexed is a printed copy has been published in each issue thereof on the following dates, to wit:

**Vida En El Valle Publication
AUGUST 26, 2015**

I certify (or declare) under penalty of perjury that the foregoing is true and correct and that this declaration was executed at **MODESTO, California** on

AUGUST 26, 2015

Cynthia A. Marchamora

(Signature)

**CONSEJO DE GOBIERNOS DE STANISLAUS (STANCOG)
AVISO DE AUDIENCIA, INSPECCIÓN Y COMENTARIO ABIERTO AL PÚBLICO**

ENMIENDA FORMAL N°8 (PRELIMINAR) AL PROGRAMA FEDERAL DE MEJORAS AL TRANSPORTE (FTIP) DEL 2015, Y ENMIENDA FORMAL N°1 (PRELIMINAR) AL PLAN REGIONAL DE TRANSPORTE/ESTRATEGIA DE COMUNIDADES SUSTENTABLES (RTP/SCS) DEL 2014, Y SUS CORRESPONDIENTES ANÁLISIS DE CONFORMIDAD PRELIMINARES

POR MEDIO DE LA PRESENTE SE INFORMA QUE el Consejo de Gobiernos de Stanislaus (StanCOG, por sus siglas en inglés) celebrará una junta abierta a las 6:00 pm del 16 de septiembre del 2015 en sus oficinas ubicadas en la Suite 308 del 1111 de la Calle I, Modesto, CA 95354, para tratar la Enmienda Formal N°8 (preliminar) al PROGRAMA FEDERAL DE MEJORAS AL TRANSPORTE (FTIP) del 2015, y la Enmienda Formal N°1 (preliminar) al PLAN REGIONAL DE TRANSPORTE/ESTRATEGIA DE COMUNIDADES SUSTENTABLES (RTP/SCS) del 2014, y sus correspondientes Análisis de Conformidad preliminares. El propósito de esta junta abierta es escuchar la opinión del público sobre estos documentos.

- El FTIP es un listado de mejoras de importancia crítica y gastos de operación que utilizan fondos estatales y federales, los que se anticipan realizar en el curso de los próximos cuatro años en la Región Stanislaus, correspondientes a los años fiscales federales de 2014/15, 2015/16, 2016/17 y 2017/18.

El RTP/SCS 2014 es una estrategia coordinación entre transporte y uso de suelo a largo plazo cuyo objetivo es suplir las necesidades de vialidad de la Región de Stanislaus hasta el año 2040. La Enmienda N°1 al RTP/SCS Preliminar del 2014 actualiza el año de apertura de proyecto de tráfico, cobertura de proyecto, y reemplaza un proyecto. Las limitaciones de financiación del RTP/SCS del 2014 son las mismas. Dado que los cambios al proyecto se mantienen consistentes con el Informe de Impacto Medioambiental (EIR) del RTP/SCS 2014 no se requiere un suplemento a dicho Informe.

- El Análisis de Conformidad correspondiente contiene documentación que avala la determinación que las enmiendas preliminares N°8 al FTIP del 2015 y N°1 al RTP del 2014 cumplen con los requisitos de conformidad de calidad del aire correspondientes a monóxido de carbono, ozono y materia en suspensión.

El 31 de agosto del 2015 se dará inicio a un periodo concurrente, de 30 días, tanto para la inspección como el comentario de parte del público, mismo que concluirá el 30 de septiembre, 2015. Dichos documentos preliminares estarán disponibles para su inspección a través del sitio virtual de la agencia (www.stancog.org) o acudiendo a las oficinas del StanCOG, ubicadas en el 1111 de la calle I, Suite 308, Modesto, CA.

Este anuncio público también satisface el requisito 'Programa de Proyectos' (POP) que dictan las secciones 5307 y 5339 del Programa de Formulación de Áreas Urbanas de la Administración Federal el Transporte (FTA). De no recibirse comentarios sobre este POP, el programa de transporte público hasta ahora propuesto (financiado con dineros de las secciones 5307 y 5339 de la FTA) será la versión final.

Se recibirán comentarios públicos en la junta, o pueden ser sometidos por escrito. Todo comentario escrito recibido antes de las 3:00 p.m. del 30 de septiembre, 2015, pasará a formar parte del archivo.

Usted puede obtener más información comunicándose con Jeanette Fabela, Jefa de Planificación, en las oficinas del StanCOG ubicadas en el 1111 de la calle I, Suite 308, Modesto, California, o telefonando al (209) 525-4600.

El Comité de Políticas del StanCOG tiene programado aprobar tanto la Enmienda Formal N°8 al PROGRAMA FEDERAL DE MEJORAS AL TRANSPORTE (FTIP) del 2015, como la Enmienda Formal N°1 al PLAN REGIONAL DE TRANSPORTE/ESTRATEGIA DE COMUNIDADES SUSTENTABLES (RTP/SCS) del 2014, y sus correspondientes Análisis de Conformidad en su reunión del Comité del 21 de octubre del 2015. Dicha reunión se efectuará a las 6:00 pm en el Salón de Juntas del Comité de Políticas de StanCOG ubicado en la Suite 308 del 1111 de la Calle I, Modesto, CA.

Contacto: Jeanette Fabela, Jefa de Planificación
1111 I Street, Suite 308, Modesto, CA 95354
209.525.4600
jfabela@stancog.org

MOD0001917753-01

Affidavit of Publication

STATE OF CALIFORNIA } ss.
County of Stanislaus

Lisa Freitas

Here-un-to being first duly sworn, deposes and says that all time hereinafter mentioned he/she was a citizen of the United States over the age of twenty-one (21) years, and doing business in said county, not interested in the matter of the attached publication, and is competent to testify in said matter, that he/she was at and during all said time the principal clerk to the printer and publisher of the

WATERFORD NEWS

a legal newspaper of general circulation published weekly in Waterford in said County of Stanislaus, State of California: that said

WATERFORD NEWS

is and was at all times herein mentioned, a newspaper of general circulation as that term is defined by Section 6000 of the Government Code, and as provided by said section and so adjudicated by Decree No. 41155 by the Superior Court of Stanislaus County, State of California, is published for the dissemination of local and telegraphic news and intelligence of a general character, have a bonafide subscription list of paying subscribers, and is not devoted to the interest, or published for the entertainment or instruction of a particular class, profession, trade, calling, race or denomination: or for the entertainment and instruction of any number of such classes, professions, trades, callings, races or denominations: that at all times said newspaper has been established, in Waterford; in said County and State, at regular intervals for more than one year preceding the first publication of the notice herein mentioned, that said notice was set in type not smaller than nonpareil and was preceded with words printed in blackface type not smaller than nonpareil, describing and expressing in general terms, the purport and character of the notice intended to be given

Legal #1374

PUBLIC NOTICE

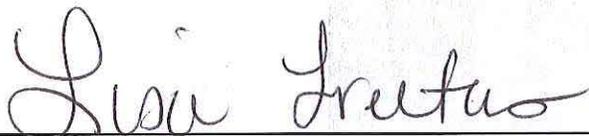
Publish Date: 09-01-2015

of which named annexed is a printed copy, was published and printed in said

WATERFORD NEWS

at least 1 time, commencing on the 1st day of September 2015 and ending on the 1st of September 2015 the days inclusive, and as often during said time as said newspaper was regularly issued, to wit:

I declare under penalty of perjury under the laws of the State of California that the foregoing is true and correct.
Dated this 2nd day of September 2015.



PRINCIPAL CLERK OF THE PRINTER

See Reverse

Legal # 1380
STANISLAUS COUNCIL
OF GOVERNMENTS
(STANCOG)
NOTICE OF PUBLIC
HEARING AND PUBLIC
REVIEW AND COMMENT
PERIOD
THE DRAFT FORMAL
AMENDMENT NO.8 TO
THE 2015 FEDERAL
TRANSPORTATION IM-
PROVEMENT PROGRAM
(FTIP) AND DRAFT FOR-
MAI AMENDMENT NO.1
TO THE 2014 REGIONAL
TRANSPORTATION
PLAN/SUSTAINABLE
COMMUNITIES STRAT-
EGY (RTP/SCS) AND
CORRESPONDING
DRAFT CONFORMITY
ANALYSIS
NOTICE IS HEREBY
GIVEN that StanCOG will hold a public hearing on September 16, 2015 at 6:00 p.m. at StanCOG office, 1111 I Street, Suite 308, Modesto, CA 95354, regarding the draft Formal Amendment No.8 to the 2015 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM (FTIP) as well as the draft Formal Amendment No.1 to the 2014 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY (RTP/SCS) and corresponding draft Conformity Analysis. The purpose of the public hearing is to receive public comments on these docu-

ments.

• The FTIP is a listing of capital improvements, and operational expenditures utilizing federal and state monies anticipated to be used in Stanislaus Region during the next four years, federal fiscal years 2014/15, 2015/16, 2016/17 and 2017/18.

The 2014 RTP/SCS is a long-term coordinated transportation/land use strategy to meet Stanislaus Region's transportation needs out to the year 2040. The Draft 2014 RTP/SCS Amendment No.1 updates project open to traffic year, project scope, and replaces one project. The 2014 RTP/SCS remains financially constrained. An Environmental Impact Report Supplement is not necessary as the project changes remain consistent with the 2014 RTP/SCS EIR.

• The corresponding Conformity Analysis contains the documentation to support a finding that the draft Amendment No.8 to 2015 FTIP and draft Amendment No.1 to 2014 RTP meets the air quality conformity requirements for carbon monoxide, ozone and particulate matter.

A concurrent 30-day public review and comment period will commence on August 31, 2015 and conclude on September 30, 2015. The draft documents are available for review at the StanCOG Office, located at 1111 I Street Suite 308, Modesto, CA 95354 or on the StanCOG website www.stancog.org.

This public notice also satisfies the Program of Projects (POP) requirements

of the Federal Transit Administration (FTA) Urbanized Area Formula Program, Section 5307 and 5339. If no comments are received on the proposed POP, the proposed transit program (funded with FTA 5307 and FTA 5339 dollars) will be the final program.

Public comments are welcomed at the meeting, or may be or may be submitted in writing. Written comments received at the StanCOG office by 3:00 p.m., September 30, 2015, will be made a part of the record.

Further information may be obtained by contacting Jeanette Fabela, Senior Planner, StanCOG Office, 1111 I Street, Suite 308, Modesto, or by calling 525-4600.

The StanCOG Policy Board is scheduled to adopt Formal Amendment No. 8 to the 2015 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM (FTIP) as well as Formal Amendment No. 1 to the 2014 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY (RTP/SCS) and corresponding Conformity Analysis at its October 21, 2015 Policy Board meeting. The Policy Board meeting is to be held in the StanCOG Policy Board Room located at 1111 "I" Street, Suite 308, in Modesto, CA at 6:00 PM.

Contact Person:
Jeanette Fabela, Senior Planner
1111 I Street, Suite 308,
Modesto, CA 95354
209.525.4600
jfabela@stancog.org
Publish date: 09-01-2015

PROOF OF PUBLICATION

(2015.5 C.C.P.)

This space is for the County Clerk's Filing Stamp

STATE OF CALIFORNIA County of Stanislaus

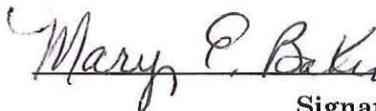
I am a citizen of the United States and a resident of the County aforesaid; I am over the age of eighteen years, and not a party to or interested in the above-entitled matter. I am the printer, foreman or principal clerk of The West Side INDEX, a newspaper of general circulation, printed and published weekly in the City of Newman, County of Stanislaus, and which newspaper has been adjudged a newspaper of general circulation by the Superior Court of the County of Stanislaus, State of California, under the date of April 25, 1952, Case Number 46882; that the notice, of which the annexed is a printed copy (set in type not smaller than nonpareil), has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to-wit:

August 27

in the year 2015.

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

Dated at Newman, California, this 27th day of August, 2015.



Signature

Proof of Publication of

Notice of Public Hearing and Public Review and Comment Period

The Draft Formal Amendment No. 8 to the 2015 Federal Transportation Improvement Program (FTIP) and Draft Formal Amendment No. 1 to the 2014 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and Corresponding Draft Conformity Analysis

Stanislaus Council Of Governments (STANCOG)

PUBLIC NOTICE • PUBLIC NOTICE

STANISLAUS COUNCIL OF GOVERNMENTS (STANCOG)
NOTICE OF PUBLIC HEARING AND PUBLIC REVIEW AND COMMENT PERIOD

THE DRAFT FORMAL AMENDMENT NO.8 TO THE 2015 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM (FTIP) AND DRAFT FORMAL AMENDMENT NO.1 TO THE 2014 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY (RTP/SCS) AND CORRESPONDING DRAFT CONFORMITY ANALYSIS

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PROOF OF PUBLICATION

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This public notice also satisfies the Program of Projects (POP) requirements of the Federal Transit Administration (FTA) Urbanized Area Formula Program, Section 5307 and 5339. If no comments are received on the proposed POP, the proposed transit program (funded with FTA 5307 and FTA 5339 dollars) will be the final program.

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Further information may be obtained by contacting Jeanette Fabela, Senior Planner, StanCOG Office, 1111 I Street, Suite 308, Modesto, or by calling 525-4600.

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Contact Person: Jeanette Fabela, Senior Planner
1111 I Street, Suite 308, Modesto, CA 95354
209.525.4600
jfabela@stancog.org

PUBLISHED: Aug. 27, 2015

PUBLIC COMMENTS

September 10, 2015

To: StanCOG and other interested agencies

From: Scott Calkins, citizen of Stanislaus County

RE: Public comments to be added to the Draft 2015 FTIP Amendment No. 8, Draft 2014 RTP/SCS Amendment No.1, and Draft 2015 Conformity Analysis for 2008 Ozone and 2012 PM2.5 Standards.

I have taken a sincere interest in trying to understand and follow the work of StanCOG for more than five years. My interest is driven by a number of factors, but the agencies desire to pursue a flawed and unnecessary expansion/realignment of SR132West continues to motivate me to struggle through these documents. The documents produced by StanCOG do not clearly inform the public of the consequences of the transportation decisions they are making, or the possible alternatives. As usual these current documents raise a number of concerns. First among those is that important decisions regarding major projects like SR 132-West are made with no public input. Second, that the project list is still dominated by very expensive “capacity enhancement” for freeways/expressways that lack both clear funding and local public support. And perhaps most important StanCOG’s questionable modeling that claims compliance to air quality regulations strains credibility beyond any reasonable limit. These amendments make it even clearer that StanCOG is moving in the direction of a fiscally and environmentally irresponsible construction binge. It is difficult to imagine that a responsible agency could review this set of documents and approve the attached air quality conformity analysis. Current studies suggest that if StanCOG is allowed to move forward with more than 1,300 new lane miles by 2020 they will induce even greater numbers of single occupancy vehicles and commercial truck traffic. Residential home developers in the Central Valley are famous for encouraging sprawl aimed at attracting long distance super-commuters stretched for miles along the type of freeway/expressway corridors proposed in these documents. Unfortunately, Stanislaus County residents already face a health care crisis driven by living in a “non-attainment” area for air quality. StanCOG should move beyond the “capacity enhancement” projects that are proven to induce single occupancy vehicles and commercial trucking and replace them with mass transit and multi mode options that can provide transportation alternatives, improve air quality and public health in the San Joaquin Valley.

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The first issue of concern appears in the 2014 RTP/SCS Amendment No. 1, which includes the following change.

- SR-132 West: Dakota to Gates (SC62) -Amends project open to traffic year from 2020 to 2026, and changes Project Scope from “Construct new 2-lane alignment on existing Right of Way” to “Construct 4-lane divided expressway or freeway”.

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I was surprised by the SR-132 West amendment for a number of reasons that deserve some explanation by StanCOG. As mentioned earlier, the SR-132 West project is at the core of my interest in attempting to follow the planning process of both StanCOG and Caltrans. I have attended every meeting since 2010 where any member of the public could reasonably imagine the SR 132 West project might be discussed. At none of those meetings was the section of SR-132 West from Dakota to Gates ever discussed as an agenda item, or as part of the scope of this project. I do not believe that any plan shown to the public has included anything about this project beyond Dakota Avenue. If this section of the project has been discussed by members of the StanCOG policy board, its staff and Caltrans then the public is entitled to complete disclosure of when and where the meetings were held and who was present, as well as copies of meeting minutes and how they arrived at the total cost of \$55,369,400. This section is currently a two lane rural highway aligned with Maze Boulevard, which does not require expensive interchanges to accommodate North and South movement of traffic. It is hard to imagine that anyone responsibly advocating this section be built-out to four lanes would do it without two, or perhaps three interchanges which would likely add to its cost something between one hundred and two hundred million dollars. In addition, before a single dollar is spent on construction StanCOG should make it clear to the public what would happen to this four-lane project beyond Gates Road where it runs into the San Joaquin River National Wildlife Refuge. Jeanette Fabela, senior planner is the only one whose name appears on the amendment and perhaps she failed to recognize the string of consequences for this off-the-cuff addition to the project's scope. It is certainly my experience that StanCOG and Caltrans have failed completely to "establish a proactive public involvement process" when it comes to making any important decisions regarding any phase of the SR-132 West project. I contend this specific amendment is yet another end-run attempt by StanCOG to avoid public participation and environmental requirements that should be fulfilled before any phase of this project begins. Indeed anyone who is not incredibly vigilant and blessed with all of the skills of the best Pulitzer winning investigative reporter will be left completely in the dark regarding how any decisions are being made by StanCOG and Caltrans. Therefore, I make a specific request that this amendment be removed from this document until after well-advertised public meetings can be held to discuss the serious consequences of this change in project scope and budget for SR132 West.

4 Con't

The second concern is StanCOG's overwhelming emphasis on "capacity enhancement" in their Tier 1 Roadway Projects. In a very long list that claims total Tier 1 Roadway costs of \$2,716,501,300 only three projects are identified as "alternative mode". I request that StanCOG provide a report to the public that shows the percentage of all funding spent on "capacity enhancement" and how their numbers compare to other MPOs that are located in non-attainment areas of California. It is also stated in the report that these projects will result in 1370 lane miles being added in Stanislaus County by 2020. The percentage of new lane miles being added should also be compared to other MPOs in non-attainment areas in order for Stanislaus County residents to understand what StanCOG is asking from them both in the short term and in the long term for increased system maintenance and effect on air quality. Like any set of statistics there are plenty of reasons to question the accuracy of estimates for things like "road construction dust"

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presented in the conformity analysis. The report claims emissions of 701.399 tons/year for 15 years based on 354 acres disturbed. I request clear data showing how StanCOG kept the acres disturbed to only 354 given the number of capacity increasing projects (1370 new lane miles) and the nature of construction. While it is incredibly clear that “capacity enhancement” is the primary objective for members of the policy board, it is anything but clear that the public is well informed of the economic and environmental consequences of this construction binge. Again, there should be better-advertised meetings and more time for public comment before moving forward.

6 Con't

The professional staff at StanCOG must be aware of current policy briefs like the one published by the California Environmental Protection Agency Air Resources Board on September 30, 2014, titled *Impact of Highway Capacity and Induced Travel on Passenger Vehicle Use and Greenhouse Gas Emissions*. This report provides some insights on how misguided “capacity enhancing” projects are when it comes to reducing congestion. There is now a well-documented connection between capacity expansion and “induced travel” that has been confirmed by a number of studies. The following quote summarizes just a few of the findings in this brief.

“Increased highway capacity can lead to increased VMT in the short run in several ways: if people shift from other modes to driving, if drivers make longer trips (by choosing longer routes and/or more distant destinations), or if drivers make more frequent trips. Longer term effects may also occur if households and businesses move to more distant locations or if development patterns become more dispersed in response to the capacity increase.”

The full brief should be required reading before any responsible person makes a decision on StanCOG’s current amendments and air quality analysis.

http://www.arb.ca.gov/cc/sb375/policies/hwycapacity/highway_capacity_brief.pdf

Those who endorse this set of amendments and air quality conformity analysis should explain why this plan does not represent public policy malpractice that will subject already vulnerable Stanislaus County residents to many more decades of declining air quality. Los Angeles County gives us the mirror to look into and demonstrates the mistake to avoid: you can not build your way out of a congestion and air quality problem with more freeways. According to the American Lung Association State of the Air 2015, Stanislaus County earned an F for ozone, an F for 24hr particle pollution, and an F for annual particle pollution. In the same report the Lung Association identifies one hundred and twenty six thousand residents in Stanislaus County who are diagnosed with medical conditions from pediatric asthma to cardiovascular disease that make them especially vulnerable to bad air quality. These residents and their families should be made aware of StanCOG’s construction binge and the decades of harmful effects on air quality they will be exposed to.

The fact that StanCOG staff was apparently able to manipulate something called “Cube traffic modeling software” to demonstrate conformity to air quality in spite of a project list that can only be described as go-for-broke will surprise no one who has followed their

work in the past. Cube can apparently provide staff and politicians cover by allowing them the ability to manipulate any number of values to claim the holy grail of “conformity”. The Federal Highway Administration should be cautious when reviewing the conformity analysis in this report because it seriously strains credibility given the massive expansion of lane miles. Unfortunately, it will at some point be impossible to reverse the negative side effects produced by these projects and those who can afford to will leave the San Joaquin Valley to seek healthier air quality for their families. Families with fewer resources will just have to stay and endure the miserable air quality made possible by the miracle of Cube modeling.



6 Con't

Postscript:

I spoke to Jeanette Fabela after attending the StanCOG policy board meeting on September 16th, which included a public hearing for these documents. Jeanette Fabela addressed the policy board during the hearing to reassure that projects would not be disrupted by “lockdown” if this package of amendments and air quality conformity were approved. She wanted to reassure elected members of the policy board that staff would move forward in a manner that she described as “business as usual”. After the meeting adjourned she thanked me for the comments I made. We then had a conversation about the projects listed in the document and their potential to have a negative effect on air quality. She claimed the MPO is basically given a certain amount of pollution credit and then it is up to the staff to maximize that credit to fulfill the policy board’s ambitions for new roadway projects. She and I also spoke about the origin of the amendment to the SR 132 West project and she claimed the changes came at the request of Stanislaus County public works. She claimed to have no specific knowledge of why the project was being changed and that if I had questions it would be necessary to make an appointment to meet with someone from Stanislaus County’s public works department. I have checked Stanislaus County’s public works website and nothing there indicates they are working on the SR132 West project. Jeanette Fabela seemed willing to admit that her work has little to do with actual planning and is primarily programming funding. It is ironic that so many staff members at StanCOG like to be referred to as planners when it is apparent they have little specific information to share with the public about project planning. I will grant that this is business as usual for StanCOG who consistently make public participation in meaningful planning decisions nearly impossible.

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StanCOG,

(RbC) 9-28-2015

Here are my comments to draft 2015 FTIP amendment No. 8, Draft 2014 RTP/SCS Amendment No. 1, and Draft 2015 Conformity Analysis for 2008 Ozone and 2012 PM2.5 Standards for Interagency Consultation **and Public Review**.

1. I have not been consulted for review. I think it is required to involve the public. I am an active participant in StanCOG meetings. What is all this? Many substantial changes that increase congestion, worsen air quality, negatively impact un-represented public have been proposed. This is without notice. This notice appears to simply to announce the changes within a cryptic piled PDF, that is a product of interagency review. I am not an expert in air quality or traffic congestion, however I have been a resident of this county for 5 decades. I am an expert citizen. I can download at 4 Mbps. How can an FTIP, RTP/SCS, and air quality conformity take a U-turn in 30 days? The FTA/FHWA should reject this action. What kind of government do we have when the public is not invited to the process? This citizen has a decent computer with fair to good internet access. 1

2. I have been invited to be a member of the PIP for SR132. No meetings have been held for the PIP or the public for over one year. The substantial changes are made in this POP without review of the PIP or the public. Don't ask me what a PIP is. It is some sort of team for the sr132 project that is populated by special interest people. I think I have a special interest, and I thought I was placed on the PIP officially. Perhaps I was placed on the PIP and then it was disbanded. Perhaps it popped. It is obvious that many changes have been planned without the PIP. The POP is the Program of Projects, as I understand from my limited research on the internet. 2

3. Air quality seems to get no attention in StanCOG. Money is spent on a consulting firm that spends a lot of time promoting itself and a few minor air quality effecting accomplishments. I think the money has to be spent so that StanCOG can say that they are making some effort. The real value of this work seems to be zero. The real impact that nets out negative is that air quality and traffic modeling can assume people are modifying their habits. To encourage the public at large to ride a bike, take a bus, carpool, or vanpool, in numbers that would affect air quality, takes a very large effort. The effort here is zero. The presentations by the consultants are odd. Cartoons and sound effects seem out of place, but provide filler for lack of substance. Is this a show? Do StanCOG board members enjoy "grand" (cost several grand, for sure) power-point presentations? I guess this is what happens when you absolutely have to spend money to no effect. Hundreds of thousands of dollars each year. Gone, but it was mandatory. Odd for sure. 3

4. Why is there no mention of bringing the Altamont Corridor Express (ACE Train) to this county? Is StanCOG not planning to fund this effort? Is the ACE extension just a talking point with no funding out of all the transportation money flowing through StanCOG's planning and control? 4

How will any of us get over the Altamont without a marathon drive in individual vehicles? Could we plan for a bathroom stop at Mapes Ranch on the new alignment of sr132? Common sense has no place at StanCOG. Leave the ACE train for other counties, so the people with common sense can wonder what happened here.

5. Why are we building “corridors”? Did roads not work? Our roads need attention. How can we afford all the consultants money spent on sr132, North County Corridor, and South County Corridor? Each year StanCOG spends millions of dollars of taxpayers money studying how to change roads into corridors. What will this do for us? I think the public should be involved in the discussion. The public doesn’t want to be involved in the unveiling of plans out from behind closed doors. This revision to the FTIP, RTP/SCS, and Air quality conformity is simply another example. I am sure that the discussions have taken place. The public paid for the discussions, donuts, coffee, lunch, and dinner, but we were not invited. 5
6. StanCOG staff, City staff, County staff, consultants, CalTrans, Board members, collectively outnumber the public by an embarrassing margin at most meetings. Many notable meetings, I have been THE ONLY MEMBER OF THE PUBLIC! How can StanCOG claim to have a public process? I am embarrassed by my fellow citizen. However, it is very difficult to get to a meeting, find out about it, find it, park, find a chair, hear, see, understand, find a restroom, and have any input. Sadly, greater good can be had by simply taking a walk. In reality most probably watch reality TV, with their dog and family, close to their fridge, and a working toilet, since too much time has been spent in haphazard multi-modal traffic already. Watching policy makers chat, where the real discussion has occurred somewhere else, are hard to appreciate from a functionally deaf/blind seat, with no access to the bottled water, coffee, and cookies. 6
7. Time for real public participation. Time for a real plan. This is a county full of real people. They need to be a part of governing. They all have input. They input real money into the government. Who is running the government? Where are the meetings? 7
8. Reject this last minute collection of Amendments. 8
9. The public was not involved. The public is not involved. Public money was spent. 9
10. Thank you, Rhett Calkins. Hughson area, Stanislaus County, CA. 10



CHIEF EXECUTIVE OFFICE

Stan Risen
Chief Executive Officer

Patricia Hill Thomas
**Chief Operations Officer/
Assistant Executive Officer**

Keith D. Boggs
Assistant Executive Officer

Jody Hayes
Assistant Executive Officer

1010 10th Street, Suite 6800, Modesto, CA 95354
Post Office Box 3404, Modesto, CA 95353-3404

Phone: 209.525.6333 Fax 209.544.6226

STANISLAUS COUNTY ENVIRONMENTAL REVIEW COMMITTEE

September 30, 2015

Jeanette Fabela, Senior Planner
StanCOG
1111 I Street, Suite 308
Modesto, CA 95354

SUBJECT: ENVIRONMENTAL REFERRAL – STANCOG – AVAILABILITY OF DRAFT FTIP AMENDMENT NO. 8, DRAFT 2014 RTPS/SCS AMENDMENT NO. 1, AND DRAFT 2015 CONFORMITY ANALYSIS FOR 2008 OZONE AND 2012 PM2.5 STANDARDS FOR INTERAGENCY CONSULTATION AND PUBLIC REVIEW

Ms. Fabela:

Thank you for the opportunity to review the above-referenced project.

The Stanislaus County Environmental Review Committee (ERC) has reviewed the subject project and has no comments at this time.

The ERC appreciates the opportunity to comment on this project.

Sincerely,

Patrick Cavanah
Management Consultant
Environmental Review Committee

PC:ss

cc: ERC Members

RESPONSE TO PUBLIC COMMENTS

Response to Public Comments on the Stanislaus Council of Governments (StanCOG) Draft 2015 Federal Transportation Improvement Program Amendment No. 8 (2015 FTIP Amendment No.8) and 2014 Regional Transportation Plan/Sustainable Communities Strategy Amendment No. 1 (2014 RTP/SCS Amendment No.1) and Draft 2015 Conformity Analysis addressing 2008 Ozone and 2012 PM2.5 Standards for the 2014 RTP/SCS and 2015 FTIP

The Stanislaus Council of Governments (StanCOG) Draft 2015 FTIP Amendment No.8 and 2014 RTP/SCS Amendment No.1 and Draft 2015 Conformity Analysis addressing 2008 Ozone and 2012 PM2.5 Standards for the 2014 RTP/SCS and 2015 FTIP were circulated for a 30-day public review and comment period, beginning on August 31, 2015, and concluding on September 30, 2015. A public hearing was held on September 16, 2015, to elicit further comments on the draft document. One public comment was received at this hearing and three comment letters were submitted to StanCOG during the 30-day public review/comment period. Below is a summary of the public comments and staff's response as well as staff's response to the comment letters received.

Summary of Public Comment from Scott Calkins, Received at the September 16, 2015 Public Hearing

1. 30 days is not enough time for the public to go through all of the material related to this document
2. This was the first time he had seen the scope of the 132 West project including Dakota and Gates Road and changing that section from two to a four lane freeway/expressway; he has not seen this in the scope of the environmental project that has been worked on
3. Where is the budget for an interchange at Dakota, Hart and at Gates
4. How is the project going to deal with the project running into a bird sanctuary
5. There are problems with air quality conformity and why is \$2 billion plus in construction projected for 1300 new lane miles

Staff's Response to Calkins Public Comments:

1. As part of StanCOG's public participation process StanCOG follows the federally mandated public notification and 30-day public review and comment period requirement. The comment is noted.
2. The SR 132 West project from Dakota to Gates was part of the 2014 RTP Tier 1 approved project list (RTP Tier 1 Project # SC62) which also went through the federally mandated public outreach process and comment period and was subsequently approved by StanCOG Policy Board. This amendment includes amending the project with respect to

the portion from Dakota to Gates from two lanes to four lanes. This amendment is to maintain consistency with the overall project alignment of four lanes. This amendment has been circulated to solicit comments on these amendments. This document is a programmatic plan and the public will have additional opportunity to comment during the environmental phase.

3. The RTP Tier 1 identifies Dakota to Gates and the funding is expected to come from the State Transportation Improvement Program (STIP).
4. The RTP Amendment No. 1 has identified the proposed amendments to the plan and is being circulated for comments on these project amendments. All environmental impacts will be the subject of an environmental review and the analysis will include discussion of alignments and any resulting impacts. This document is a programmatic plan and the public will have additional opportunity to comment during the environmental phase of this project.
5. The RTP reflects a program of projects which may be built within the Stanislaus region. The RTP Amendment No. 1 has identified the proposed amendments to the plan and is being circulated for comments on these project amendments. All environmental impacts will be the subject of an environmental review and the analysis will include discussion of air quality conformity. Each project is required to comply with the California Environmental Quality Act (CEQA) as well as the National Environmental Policy Act (NEPA) as applicable. This project as with all other projects will comply with CEQA and NEPA as applicable based on federal and state law. The public will have additional opportunity to comment during the environmental phase of this project.

Comment Letter from Scott Calkins, Received on September 10, 2015 (S.Calkins 9/10/15-)

Staff's Response to S.Calkins 9/10/15:

Response to S.Calkins 9/10/15 - 1:

- As part of StanCOG's public participation process StanCOG follows the federally mandated public notification and 30-day public review and comment period requirement. During the 30-day public review and comment period a public hearing was held, and the item was also presented to the Citizen Advisory Committee and Management and Finance which was open to the public. The electronic versions of the Amendments were made accessible via the StanCOG website and hard copies have been available upon request.

Response to S.Calkins 9/10/15 - 2:

- The commenter notes and is of the opinion that the project list is "capacity enhancement". This project as identified in the 2014 RTP is a congestion management project consistent with the transportation plan for the region as well as an alignment that increases safety as well as reduces congestion.

Response to S.Calkins 9/10/15 - 3:

- The RTP Amendment No. 1 has identified the proposed amendments to the plan and is being circulated for comments on these project amendments. All environmental impacts will be the subject of an environmental review and the analysis will include discussion of air quality conformity. The public will have additional opportunity to comment during the environmental phase of this project.

Response to S.Calkins 9/10/15 - 4:

- The SR 132 West project from Dakota to Gates was part of the 2014 RTP Tier 1 approved project list (RTP Tier 1 Project # SC62) which also went through the federally mandated public outreach process and comment period and was subsequently approved by StanCOG Policy Board. This amendment includes amending the project with respect to the portion from Dakota to Gates from two lanes to four lanes. This amendment is to maintain consistency with the overall project alignment of four lanes. This amendment has been circulated to solicit comments on these amendments. This document is a programmatic plan and the public will have additional opportunity to comment during the environmental phase.
- The lead agency for this project is Stanislaus County and the programming of the funding for this project was based on the County's estimate. Final project costs will be determined during the planning, design and construction bid phase which will require further analysis to determine adequate funding.
- This amendment and circulation for public comment is the public process to consider these proposed amendments. As part of StanCOG's public participation process StanCOG follows the federally mandated 30-day public review and comment period requirement.

Response to S.Calkins 9/10/15 – 5:

- The RTP is a 25-year planning tool prepared by the Metropolitan Planning Organization (MPO) to encourage and promote the safe and efficient management, operation and development of a regional intermodal transportation system that will serve the mobility needs of goods and people. The RTP reflects a program of projects which may be built within the Stanislaus region. The commenter notes and is of the opinion that the project list is "capacity enhancement". This project as identified in the 2014 RTP is a congestion management project consistent with the transportation plan for the region as well as an alignment that increases safety as well as reduces congestion.

Response to S.Calkins 9/10/15 – 6

- Road construction dust has been calculated consistent with the San Joaquin Valley Particulate Matter 10 (PM10) State Implementation Plan (SIP). Each project is required to comply with the California Environmental Quality Act (CEQA) as well as the National Environmental Policy Act (NEPA) as applicable. This project as with all other projects will comply with CEQA and NEPA as applicable based on federal and state law. The RTP Amendment No. 1 has identified the proposed amendments to the plan and are being circulated for comments on these project amendments. All environmental impacts will be the subject of an environmental review and the analysis will include discussion of air quality conformity. The public will have additional opportunity to comment during the environmental phase of this project.

Response to S.Calkins 9/10/15 - 7:

- Comments Noted

Comment Letter from Rhett Calkins, Received on September 28, 2015 (R.Calkins 9/28/15-)

Staff's Response to R.Calkins 9/28/15:

Response to R.Calkins 9/28/15-1:

- As part of StanCOG's public participation process StanCOG follows the federally mandated public notification and 30-day public review and comment period requirement which is consistent with the StanCOG adopted Public Participation Plan. During the 30-day public review and comment period a public hearing was held, and the item was also presented to the Citizen Advisory Committee and Management and Finance which was open to the public. The electronic versions of the Amendments were made accessible via the StanCOG website and hard copies have been available upon request. This amendment and circulation for public comment is part of the public process to consider these proposed amendments. As part of StanCOG's public participation process. This document is a programmatic plan and the public will have additional opportunity to comment during the environmental phase.

Response to R.Calkins 9/28/15-2:

- A stakeholder outreach group known as the Plan Implementation Project ("PIP") Team, comprised of representatives from Caltrans, StanCOG, the public works departments of the local jurisdictions, the Chamber of Commerce, the manufacturers Council for the Central Valley, businesses, the general public and elected officials, met between 2010 and 2014. PIP meetings were held at StanCOG's office, located at 1111 I Street in Modesto. Topics discussed during

the meetings included funding, right-of-way, outreach, traffic control, noise, agricultural concerns, project schedule, project phasing and the scope of technical studies, including the Soil Stockpile Feasibility Study and the Remedial Action Plan for the Caltrans Modesto Soil Stockpiles. PIP meetings were held on the following dates:

- January 19, 2010
- March 24, 2010
- September 30, 2010
- January 26, 2011
- July 27, 2011
- October 26, 2011
- February 22, 2012
- July 31, 2014

Although, the PIP meetings have concluded for this project, StanCOG will continue to engage the public on the status of the project and will be conducting public meetings in early 2016 prior to circulating the draft environmental document for public review and conducting a public hearing.

Response to R.Calkins 9/28/15-3:

- Comment Noted
- The RTP/FTIP Amendments are the proposed amendments to the plans and are being circulated for comments on these project amendments. All environmental impacts will be the subject of an environmental review and the analysis will include discussion of air quality conformity. The public will have additional opportunity to comment during the environmental phase of this project.

Response to R.Calkins 9/28/15-4:

- Extending Altamont Corridor Express Project (ACE) into Modesto and Turlock are reflected as components of the funding investments and projects list in StanCOG's Regional Transportation Plan (RTP Project # RE08 & RE09). StanCOG continues to work with ACE on facilitating the extension of ACE into the Stanislaus region. The ACE components included in the RTP are not the subject of these amendments.

Response to R.Calkins 9/28/15-5:

- In Stanislaus County, the transportation system consists of a variety of travel modes and networks such as highways, roads, public and private transit systems, bicycle and pedestrian pathways, airports, and goods movement corridors.
- StanCOG's investment in corridor projects have been proposed for a number of very important reasons, including but not limited to improving east-west connectivity, promoting more efficient goods movement, reducing traffic congestion and travel delay, and enhancing traffic safety. StanCOG is also

committed to investing in roadway rehabilitation projects, public transit, and bicycle and pedestrian projects with careful consideration of the link between land use and transportation. This investment strategy represents a balanced approach to transportation funding emphasizing a multimodal system with greater access to daily needs as well as an emphasis on efficiently moving people and good within and through the region to help improve and diversify the economy.

- The RTP/FTIP Amendments are the proposed amendments to the plans and are being circulated for comments on these project amendments. This amendment and circulation for public comment is part of the public process to consider these proposed amendments. As part of StanCOG's public participation process StanCOG follows the federally mandated public notification and 30-day public review and comment period requirement which is consistent with the StanCOG adopted Public Participation Plan. During the 30-day public review and comment period a public hearing was held, and the item was also presented to the Citizen Advisory Committee and Management and Finance which was open to the public. The electronic versions of the Amendments were made accessible via the StanCOG website and hard copies have been available upon request.

Response to R.Calkins 9/28/15-6:

- Comments Noted
- As part of StanCOG's public participation process StanCOG follows the federally mandated public notification and 30-day public review and comment period requirement which is consistent with the StanCOG adopted Public Participation Plan. During the 30-day public review and comment period a public hearing was held, and the item was also presented to the Citizen Advisory Committee and Management and Finance which was open to the public. The electronic versions of the Amendments were made accessible via the StanCOG website and hard copies have been available upon request.

Response to R.Calkins 9/28/15 - 7 through10:

- See response to comments 1-6. Comment Noted

Comment Letter from Patrick Cavanah, Stanislaus County Environmental Review Committee (ERC), Received on September 30, 2015

In his letter Mr. Cavanah, on behalf of the ERC, stated that after the ERC reviewed this item they had no comments.

ADOPTION RESOLUTION

**STANISLAUS COUNCIL OF GOVERNMENTS
RESOLUTION 15-09
ADOPTING THE STANCOG
2014 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY
(RTP/SCS) AMENDMENT NO. 1, 2015 FEDERAL TRANSPORTATION IMPROVEMENT
PROGRAM (FTIP) AMENDMENT NO. 8 AND THE 2015 CONFORMITY ANALYSIS FOR
THE 2008 OZONE AND 2012 PM2.5 STANDARDS**

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

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

WHEREAS, federal planning regulations require that Metropolitan Planning Organizations prepare and adopt a FTIP for their region; and

WHEREAS, a 2014 RTP/SCS Amendment No. 1 has been prepared in full compliance with federal guidance; and

WHEREAS, a 2014 RTP/SCS Amendment No. 1 has been prepared in accordance with state guidelines adopted by the California Transportation Commission; and

WHEREAS, federal planning regulations require that Metropolitan Planning Organizations prepare and adopt a short range FTIP for their region; and

WHEREAS, the 2015 FTIP Amendment No. 8 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 Stanislaus Council of Governments forum and general public involvement; and

WHEREAS, the 2015 FTIP Amendment No. 8 program listing is consistent with: 1) the 2014 RTP/SCS Amendment No.1; and 2) the 2014 State Transportation Improvement Program; and 3) the 2015 Conformity Analysis for the 2008 Ozone and 2012 PM2.5 Standards; 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 Amendment No. 8 and 2014 RTP/SCS Amendment No.1 meets all applicable transportation planning requirements per 23 CFR Part 450.

WHEREAS, projects submitted in the 2015 FTIP Amendment No. 8 and 2014 RTP/SCS Amendment No. 1 must be financially constrained and the financial plan affirms that funding is available; and

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

WHEREAS, the 2015 Conformity Analysis for the 2008 Ozone and 2012 PM2.5 Standards supports a finding that the 2015 FTIP Amendment No. 8 and 2014 RTP/SCS Amendment No. 1 meet the air quality conformity requirements for carbon monoxide, ozone and particulate matter; and

WHEREAS, the 2014 RTP/SCS Amendment No. 1 and 2015 FTIP Amendment No. 8 do not interfere with the timely implementation of the Transportation Control Measures; and

WHEREAS, the 2014 RTP/SCS Amendment No. 1 and 2015 FTIP Amendment No. 8 conforms to the applicable SIPs; and

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

WHEREAS, a public hearing was conducted on September 16, 2015 to hear and consider comments on the 2014 RTP Amendment No. 1, 2015 FTIP Amendment No. 8, and 2015 Conformity Analysis for the 2008 Ozone and 2012 PM2.5 Standards; and

WHEREAS, a public review and comment period for 30-days was conducted on August 31, 2015 through September 30, 2015 on the 2014 RTP/SCS Amendment No. 1, 2015 FTIP Amendment No. 8, and 2015 Conformity Analysis for the 2008 Ozone and 2012 PM2.5 Standards; and

WHEREAS, The public notice of involvement activities and time established for public review on the FTIP satisfies many regulations including the Program of Projects (POP) requirements of the Federal Transit Administration's Section 5307 Program and 5339 Program; and

NOW, THEREFORE, BE IT RESOLVED, that Stanislaus Council of Governments adopts the 2014 RTP/SCS Amendment No. 1, 2015 FTIP Amendment No. 8 and 2015 Conformity Analysis for the 2008 Ozone and 2012 PM2.5 Standards; and

BE IT FURTHER RESOLVED, that the Stanislaus Council of Governments finds that the 2014 RTP/SCS Amendment No. 1 and 2015 FTIP Amendment No. 8 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 introduced at a regular meeting of the Stanislaus Council of Governments, on the 21st day of October 2015. A motion was made and seconded to adopt the foregoing Resolution. Motion carried and the Resolution was adopted.

MEETING DATE: October 21, 2015



VITO CHIESA, CHAIR

ATTEST:



ROSA DE LEÓN PARK, EXECUTIVE DIRECTOR